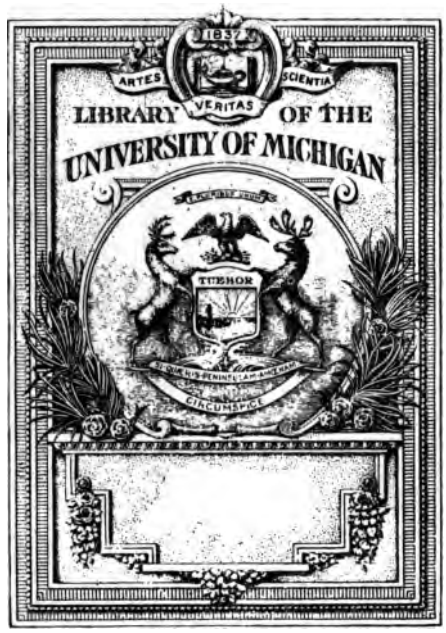


AN OFFICIAL

# HANDBOOK OF INFORMATION

RELATING TO THE



# DOMINION OF CANADA

1897

PUBLISHED, WITH THE APPROVAL OF HER MAJESTY'S SECRETARY OF STATE
FOR THE COLONIES, BY THE GOVERNMENT OF CANADA
(DEPARTMENT OF THE INTERIOR)

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1898

This pamphlet is respectfully commended to the attention of the very many people in other countries who in their present surroundings have little prospect of improving their position financially or socially. To all such people, as well as to many others, Canada to-day offers the best opportunities for advancement. Her immense tracts of available agricultural land, and vast area of mineral wealth : alike unrivalled by any other country : her excellent system of transportation, with her stable yet progressive system of self-government and admirable social conditions, combine to render the country one in which the pursuit of independence and wealth is carried on without encountering the hardships and difficulties of former days, while the rewards to be reaped by individual enterprise and energy are not now to be found under the same conditions in any other land.

Range Cattle, High River, S. Alberta.

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A Bathing party, Manitoba.

Parliament Buildings, Ottawa.

# DOMINION OF CANADA

THE Dominion of Canada came into existence on July 1st, 1867, under the terms of an Act of the Imperial Parliament, known as the British North America Act, which provided for the union of the provinces of Canada, Nova Scotia and New Brunswick; the Province of Canada being immediately before that time divided into Upper and Lower Canada, which divisions are known now as Ontario and Quebec, respectively. The Dominion was subsequently augmented by the province of Manitoba and the North-west Territories in 1870, by British Columbia in 1871, and Prince Edward Island in 1873, and now includes the whole of British North America, with the exception of Newfoundland.

**Area.** The following figures show the computed area of the Provinces and Territories of Canada :—

| | Sq. Miles. |
|---|---|
| Ontario | 222,000 |
| Quebec | 228,900 |
| New Brunswick | 28,200 |
| Nova Scotia | 20,600 |
| Prince Edward Island | 2,000 |
| Manitoba | *73,956 |
| British Columbia | 383,300 |
| Provisional District of Assiniboia..about | 89,535 |
| " " Keewatin.. " | 282,000 |
| " " Saskatchewan " | 107,092 |
| " " Alberta.... " | 106,100 |
| " " Athabasca.. " | 104,500 |
| North-west Territories | 906,000 |
| Territory east of Keewatin and south of Hudson's Bay | 196,800 |
| Territory of Hudson's Bay | 358,000 |
| Islands in Arctic Ocean and Hudson Bay. | 300,000 |
| Great Lakes and River St. Lawrence east to longitude 66°, not included in above areas | 47,400 |
| Area of Canada | 3,456,383 |

*This is for Manitoba as defined by Act of the Canadian Parliament.

**Population.** According to the census returns of 1891, the population of the Dominion was as follows :—

| | |
|---|---|
| Prince Edward Island | 109,078 |
| Nova Scotia | 450,396 |
| New Brunswick | 321,263 |
| Quebec | 1,488,535 |
| Ontario | 2,114,321 |
| Manitoba | 152,506 |
| British Columbia | 98,173 |
| The Territories | 98,967 |
| Total | 4,833,239 |

**Religion.** There is no State Church in Canada, and the utmost religious liberty prevails. Newly arrived adherents of nearly all denominations will have no difficulty in finding congenial church society. Churches and chapels are numerous and widely distributed.

Each church manages its own affairs ; and the stipends of the clergy are paid out of endowments, pew rents, and other such funds. There are no tithes or church rates, excepting in the province of Quebec, where the Roman Catholic Church possesses some qualified power in this respect, but only over persons professing that faith.

**Constitution of Government.** The Government of Canada is Federal. The provinces have Local Legislatures. By the British North America Act, before referred to, the executive government and the authority of and over Canada remains in the Queen. The Governor General for the time being carries on the government in the name of Her Majesty, but is paid out of the Canadian revenue. The Dominion Parliament consists of an Upper House, styled the Senate (81 members), and the House of Commons (213 members). The Senators are nominated for life by the Governor General on the advice of the Executive Council. The Commons are elected for five years. The franchise for both the Federal Parliament and the Provincial Legislatures practically confers the voting power upon nearly all male residents of full age. At the head of each of the provinces is a Lieutenant-Governor, appointed by the Governor General, and paid by the Dominion. He is the executive head of the Provincial Government and medium of communication between the provinces and the Federal Government. In some of the provinces there are two branches of the legislature in addition to the Lieutenant-Governor, but in Ontario, New Brunswick, Prince Edward Island, Manitoba and British Columbia there are only single Houses. This, however, is a matter entirely within the control of the local authorities, as are also the election of members, franchise qualifications, and alteration of the electoral districts for the Provincial Legislatures, but the duration of the Local Assemblies is fixed at four years. The powers of the Dominion Parliament, the Provincial Legislatures, and the contributions to the revenues of the latter from the Dominion Treasury, are defined by the British North America Act and the Acts passed under it. Legislation upon local matters is assigned, as a general rule, to the provinces. There is generally a perfect system of municipal government in the provinces constituting the Dominion, by which municipal councils, elected by the people, control and govern matters of purely local and municipal concern. In every Act of Parliament or Legislature one object sought has been to give the utmost possible freedom to localities to manage their own local affairs.

**Municipal System.**

**Education.** Free education is furnished in all the various provinces of Canada. Generally speaking, the system may be described as follows :—Every township is divided into sections sufficiently large for a school. Trustees are elected to manage the affairs, and the expenses are defrayed by local rates and Provincial Government grants. Teachers are trained at Normal Schools at the public expense. For those who can afford it—and the cost is very small—there are schools of a higher grade, managed also by trustees. At these, as well as at many excellent private establishments, a classical education is given, and pupils are prepared for the professions. There are eleven universities and colleges which confer degrees of Divinity, Arts, Law, Medicine, Civil Engineering, &c., besides several that only confer degrees in Divinity —the Church of England, Roman Catholics, Presbyterians, Methodists and Baptists, all having special theological colleges. There were upwards of 13,000 students in attendance at the various colleges in 1895, and more than one million receiving direct edu-

cation in the schools of the country. For the higher education of girls there is also a number of colleges and schools. In no country in the world is good education more generally diffused than in Canada, and the highest prizes the country offers are open to all, rich and poor alike.

**The Administration of Justice.** The criminal and civil laws of Canada, as well as their administration, ensure impartial justice for all, and give everywhere a sense of satisfaction. The criminal law is based upon the English system. The judges are appointed by the Crown during good behaviour; and they are chosen, whatever Ministry may be in power, from among those who, by their ability, learning and standing at the Bar, have worked their way to the front of their profession.

**The Courts.** The highest is the Supreme Court of Canada, composed of a Chief Justice and five puisne judges. It has appellant jurisdiction throughout the Dominion, in criminal as well as in civil cases. There is also an Exchequer Court, for trying cases connected with the revenue, which also has jurisdiction as a court of Admiralty. These are the only Dominion courts, all the others being provincial. In the chief towns and cities there are stipendiary magistrates, who sit daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers, ex-officio. In all parts of the country there are justices of the peace, holding their commissions from the Lieutenant-Governors, who inquire into cases which may arise within their respective jurisdictions. The system of trial by jury everywhere prevails. The expenses of litigation are, as a rule, less than in England, on account of the efforts which have been successfully made to simplify all proceedings.

**The Military Forces of Canada.** The active militia consists of about 40,000 men and although legislative power exists to enable the Government to keep up its strength by ballot if occasion should arise, and to call upon nearly the entire male population between the ages of 18 and 60 years, to serve under arms in case of emergency, service has been cheerfully offered, and no difficulty has been experienced in keeping up the proper strength of the force. The various battalions of the force, which is under command of a general officer of the British Army, are called out for a number of days' drill each year, for which the officers and the rank and file receive payment. Commissions are granted to persons living in the Dominion who are able to pass the qualifying examination imposed by the regulations.

A small regular force has also been organized, consisting of about 1,000 men, divided into cavalry, artillery and infantry, forming military schools in various parts of the Dominion, where courses of instruction are given to the officers and men of the militia regiments. It is well to say, however, that no difficulty is experienced in filling any vacancies that may occur in this force, and that no persons are encouraged to go out to Canada on the chance of securing commissions.

The Royal Military College of Canada, at Kingston, Ontario (Lieutenant-Colonel Gerald Charles Kitson, Commandant), is well known as an excellent school for military and general training. Four commissions in the British Army are regularly granted to graduates each year. Only boys whose parents have resided in Canada for at least five years are eligible for admission to the college, and they are also required to pass a matriculation examination.

The North-west Mounted Police force numbers 714 officers and men, and is engaged in the maintenance of law and order in the North-west Territories. No recruiting is done in Great Britain, and persons wishing to join must make personal application at the office of the Commissioner of the force at Regina, North-west Territories. They are required to undergo a medical examination. Married men will not be engaged. The minimum height is 5 feet 8 inches, the minimum chest measurement 35 inches, and the maximum weight 175 pounds. No one is encouraged to proceed to Canada on the chance of obtaining a commission on this force.

**Municipal Police.** The ordinary police force throughout the Dominion forms part of the municipal system, and is paid from local or municipal taxes, with the exception of a very small force

maintained by the Dominion in connection with the Parliament Buildings and of the North-west Mounted Police.

**Naturalization.** No question of naturalization arises in connection with the emigration of British subjects to Canada. Settling in the Dominion makes no more change in this respect than a removal from York, Glasgow, Swansea or Dublin, to London, and a new arrival has all the privileges of a Canadian-born fellow-subject. This is very important when compared with the position of a person who contemplates emigrating from the United Kingdom to the United States, for example. It is required that every one from the British Islands who desires to become an American citizen shall take two oaths, one of intention and one of fact, the latter after five years' residence. The effect of these oaths is pointedly and specifically to renounce allegiance to the Queen, and give up one's British birthright, and in the event of war to become an enemy to the land of one's birth. In some of the States—the State of New York, for instance—a British subject cannot hold real estate without taking such oaths, and cannot in any of the States exercise any of the political rights of American citizenship without so doing. On the other hand, the Canadian naturalization laws are marked by a spirit of greater liberality towards foreigners, and such persons can transact any business and hold real estate without being naturalized. By residing three years and taking the oath of allegiance, they become naturalized British subjects. The oath is one of simple allegiance, and does not require any offensive renunciations. Naturalization confers political and all other rights.

The Old Government Road, British Columbia.

**Postal System.** The postal system of Canada extends to every village and hamlet in the land. There is what is called a "city rate"—that is, for the delivery of letters in the city in which they are posted—of 2 cents per ounce. The ordinary rate in the Dominion and between Canada and the United States and Newfoundland is 3 cents (1½d.) per ounce or fraction thereof, and to and from the United Kingdom 5 cents (2½d.) per half ounce. Newspapers published in Canada pass free of postage to regular subscribers. Other newspapers, books, printed circulars, &c., pay postage at the rate of 1 cent per 4 ounces. Trade samples pass at the same rate, and ordinary parcels at 1 cent per ounce. One cent domestic post cards are in use and are available for correspondence

with the United States. Private post cards are also permitted.

**Money Orders.** The money order system is similar to that in operation in England. The commission charged on local orders ranges from 3 cents (1½d.) for 2½ dollars, say 10s., to 40 cents (1s. 8d.) for 100 dollars, say £20. Money orders are also issued payable in the United Kingdom, in the same rates as those charged on similar orders issued in Great Britain, payable in Canada.

**Telegraphs.** The telegraph system in Canada is in the hands of public companies chartered by Act of Parliament, but the Government also owns some of the wires, chiefly in connection with the fisheries. The rates are very moderate, and every town and village of any importance possesses telegraphic facilities. The telephone is also in very active operation in most of the towns and cities of Canada, and is used to a very great extent, the number of telephone messages sent yearly being about seventy millions.

**Newspaper Press.** The Canadians are well supplied with newspapers. Every considerable village in the Dominion publishes its newspaper, and in all the large towns there are several. These newspapers are for the most part conducted with energy and ability. They are supplied with full telegraphic reports from all parts of the globe.

**Social Conditions.** Inquiry is often made as to social conditions in Canada, as compared with Great Britain. It may be stated that distinctions of caste do not exist to the same extent as in the mother country. There is a careful preservation of those traditions which give the general features to English society, but there is no feudal nobility in Canada; almost every farmer and agriculturist is the owner of his acres—he is his own master, and is free to do as he will. This sense and state of independence permeate the whole social system, and produce a condition of social freedom unknown in older countries. With regard to the liquor traffic, local option generally prevails. By an Act of the Dominion Parliament marriage with a deceased wife's sister was legalized in 1882. As already explained, religious liberty prevails; education is practically free and unsectarian; and there is a liberal franchise. Members of Parliament are paid an indemnity. There is no system for legalizing pauperism, although orphans and the helpless and aged of both sexes are not neglected, being cared for under the municipal system before referred to, and by churches and charitable institutions. Altogether, a Canadian is able to look with pride and satisfaction upon the free and independent position which he enjoys, coupled as it is with opportunities of bettering his condition in life that he would hope for in vain in European countries.

**Climate.** The climate of Canada is a subject on which many persons get astray. Canada is one of the healthiest of countries; the returns of the military stations which existed until recently, and those relating to Halifax at present issued, prove this conclusively, apart from the general healthfulness of the population, which is a subject of remark by all visitors and new settlers. The census of 1891 showed that the death rate in Canada was one of the lowest rates recorded on the list of countries which have collected the necessary statistics. It is a significant fact that the complaints against the climate refer, at the present time, particularly to Manitoba and the North-west Territories. The statements now being made respecting Manitoba were formerly applied to Ontario, Quebec, Nova Scotia and New Brunswick. These provinces, it was said, could never grow fruit to any extent; it would be impossible that they should ever become famous for raising cattle; and the season was manifestly too short to permit of agricultural operations being carried on successfully and profitably. In the same way, what is now Manitoba, one of the great wheat-producing districts of the world, was spoken of as a wilderness fit only for buffaloes and foxes. It is hardly necessary to state how completely these allegations have been falsified, and every year is proving the fallacy of similar statements respecting the western provinces. Canada has a reputation for fruit far beyond its boundaries. Canadian apples probably bring the highest price of any that are imported into the English markets. Those who have visited the country know that it is famous for many other fruits besides apples, and the many species grown

in England, under glass, such as grapes, peaches, melons and tomatoes, flourish in Canada in the open air. But Canadian farmers do not confine their attention entirely to grain and fruit-growing. As a cattle country, Canada is taking an important position. Not only are there sufficient cattle and sheep and other animals to supply the demands of its own population, but, on a four years' average, 105,000 head of cattle and over 300,000 sheep are exported annually. The larger portion of the cattle is sent to Great Britain, while the sheep principally go to the United States. Horse breeding is also attracting much attention. There are many articles of Canadian farm produce which are receiving considerable notice in Great Britain, notably cheese, butter and eggs; in fact, the dairy industry is growing more and more important every year.

The farmer in Canada has to perform in the winter very much the same sort of work as the farmer in Great Britain. After the harvest is over he does as much ploughing as possible, until the end of November. Very little actual work is done on the land in either country during midwinter, for equally obvious, though different, reasons. But cattle have to be fed, the dairy attended to, cereals threshed, machinery put in order, buildings repaired and carting done, which latter, by the way, the Canadian farmer, owing to the snow, is able to do very cheaply. The spring commences two or three weeks later than in England; but the conditions for the rapid growth of all produce—warm sunshine and a sufficiency of rain—are so favourable that the crops of the two countries are about equally advanced by the middle of July. The average winter may be taken at about four and a half months—sometimes it is longer by a few days. Between Manitoba and the North-west and Ontario there is a difference of a few days in favour of the latter. British Columbia probably possesses the finest climate in North America, having all the advantages of that of England, without its disadvantages. Any Canadian or Englishman who has spent a winter both in the Dominion and in Great Britain will have no hesitation in saying which climate he prefers.

The intensity of cold may be accurately ascertained by a thermometer, but not so its effect upon the human system. The humidity or the dryness of the atmosphere in such circumstances decides its degree of comfort or discomfort, and largely its healthfulness or unhealthfulness. In some parts of Canada, although one must be prepared for extreme temperatures, the air is dry, bracing and exhilirating, and consequently the climate is pleasant to live in. Then, again, in Canada one is always prepared for the cold, and in winter the houses are warmer than in Great Britain. In the spring and summer wild flowers are as common as in England; and in August wild fruits and delicate ferns abound. Of course, there are good and bad seasons in Canada, as everywhere else; but, taken altogether, the climate is a good one.

**The Tourist, Artist and Sportsman.**

The tourist, the artist and the traveller will find much that is picturesque and grand in the scenery of Canada. The land of Evangeline; the great River St. Lawrence, with its rapids; and the old city of Quebec; the Thousand Islands, the great lakes, Niagara Falls and the pastoral scenery in western Ontario; then on through the country north of Lake Superior to Winnipeg and the prairies, until the magnificent mountain, forest and water scenery of the Rocky Mountains and British Columbia is reached, and the eye rests on the waters of the Pacific Ocean.

The country is equally interesting to the sportsman in the proper seasons. In the outlying districts, away from the settlements, and in the mountains, bears, moose, deer, wild sheep and goats are found, while smaller animals and a very great variety of birds exist in great numbers. Most of the streams are well stocked with fish according to natural surroundings, and the angler will find abundant sport in any of the provinces except in the prairie districts.

**Indians.**

The Indian population of Canada numbers about 100,027, located upon reserves in different parts of the country. There is a special department of State to administer Indian affairs, and the Indians are not only peaceable, but fairly contented and happy. There are 9,714 children being educated in the day, boarding and industrial schools established on, and off, the different reserves. The schools number 288. The boys attending the industrial institutions are taught trades, farming, &c., and the girls sewing,

knitting, house work, &c., in addition to the ordinary branches of education. They have a large area of land under cultivation, and own live stock and implements to a considerable value.

**The Canadian Pacific Railway.**

This line is now in operation from the Atlantic to the Pacific Ocean, and the rapidity and energy displayed in its construction, and its importance to the future of the Dominion, deserves special mention. Until 1881 the line was under construction by the Government, but in that year the work was undertaken by the Canadian Pacific Railway Company, the contract requiring its completion in ten years. It was, however, finished in November, 1885, nearly six years before the stipulated time ; and it certainly occupies a place as one of the greatst engineering achievements of modern times. It is the shortest of the great transcontinental lines, the distance from Montreal to Vancouver being 600 miles less than from New York to San Francisco. By the Canadian Pacific Railway, too, New York, Boston and Portland are brought within from 300 to 500 miles nearer the Pacific coast by rail than formerly ; and the distance from Liverpool to Japan and China is, via the Canadian line, shortened by about 1,000 miles. The Pacific and the Intercolonial Railways have cost Canada in construction about £24,000,000 stg. The Pacific had also a land sub-

C. P. R. Bridge at Rat Portage.

**Railways.**

There are about 16,000 miles of railways in Canada at the present time. Every place of any importance has its one or more railway stations. The three principal systems are the Canadian Pacific (6,216 miles), Grand Trunk (3,162 miles), and the Intercolonial including the Prince Edward Island Railway (1,360 miles). The rest of the mileage is made up of smaller lines in the various provinces. The total paid-up capital in July, 1896, was $899,817,900, to which the Dominion and Local Governments and municipalities had contributed in one way or other $204,001,143, or about one-fourth of the whole cost. The number of passengers carried in 1896 was 14,810,407, and the freight was 24,266,825 tons. The total receipts for the year were $50,545,569, an increase of $21,517,779 over 1882, notwithstanding the great reduction in the cost of transport in the meantime made by the railways. There are few countries in the world better served by railways than Canada.

sidy of 19,818,500 acres. The Canadian confederation may be considered as having been consolidated by means of this railway. Each province has now communication with the others and with the seaboard, and in consequence a great impetus has been given to trade and commerce. Eastern Canada has long had railway facilities, but Manitoba, the North-west, and particularly British Columbia, have until recently remained more or less isolated, and therefore practically undeveloped. The Canadian Pacific Railway, however, has brought this state of things to an end. Besides, it has opened up a large tract of fertile land in Manitoba and the North-west, ready for the plough and considered to be the largest wheat field in the world. It is at least 900 miles long and 300 miles wide, or an area of over 200,000,000 of acres, more or less suitable for agricultural purposes, for the raising of wheat and other crops, and the breeding and feeding of cattle; and its population is rapidly growing. Without the railway the country must have remained an "illimitable wilderness," as Lord Beaconsfield described it. With it, there is afforded the prospect of comfortable homes for millions of inhabitants, increased markets for local and British products, and, it is hoped, a new era of prosperity for the Dominion. Branch lines have already been made in different parts of the North-west. The splendid Saskatchewan country, hitherto closed to settlement, has been opened recently by two new lines. Others are projected, including one in the direction of Hudson's Bay, in anticipation of the route between Hudson's Straits and Liverpool becoming available for a sufficient time each year to fit it for commercial purposes. The Canadian Pacific Railway's lines in Southern Manitoba and Eastern Assiniboia have also been extended, securing the opening of the Souris coal fields and an unlimited supply of cheap fuel to the settlers. Not only have the people of Manitoba connection with the Pacific Ocean and with Eastern Canada through British territory, and access to the great lakes, but there are also three lines running to the United States boundary, joining there the American system of railways. Coal has been discovered in large quantities not only in the south-western part of Alberta, on the line of the Alberta Railway, and in the Rocky Mountains, but also along the line of the Canadian Pacific Railway; mines are worked, coal is now sold at all the railway stations at a reasonable price, and dependence has no longer to be placed upon the supply from United States sources.

"The Beaver," first steamer on the Pacific.

Hitherto the markets of China and Japan, New Zealand, Australasia, India and the Pacific coast of South America have been closed to Canada, but access has been gained

to them under improved conditions, which give Canada advantages of time and distance over all other countries. A regular line of steamers has for some time been running between Vancouver, Yokohama, Shanghai and Hong Kong, and in consequence of the Imperial Government having determined to establish a mail service via this route, between England and the East, and of subsidies granted both by the Imperial and Dominion Governments, steamers unequalled by any hitherto seen on the Pacific are now in that service. These have further increased the saving of time, and afford additional facilities for traffic of all kinds. As a result of this service the mails are conveyed from Yokohama to London, England, in less than one-half the time taken by the Suez Canal route. Canada has over 7,000 vessels on the shipping register, mostly owned in Atlantic ports, and there is every reason why a similar prosperity and marine enterprise and development should take place on the Pacific. The St. Lawrence route is the most beautiful of any leading into the interior of North America and it has the great advantage of affording smooth water for a considerable part of the voyage. Its popularity is yearly increasing. The beauty of the St. Lawrence River, the trip through the fertile prairies of the Saskatchewan—not long ago the roaming ground of herds of countless buffaloes and the home of the Cree and Blackfoot Indians—and, lastly, the passage through the unequalled scenery of the Rocky Mountains to the shores of the Pacific, combine to place the Canadian trans-continental route above all others in the estimation of European travellers.

The new railroad is sure to be a favourite overland route to the East. Imagine a sail up the St. Lawrence, a short stay at Quebec, Montreal, Ottawa, Toronto, Niagara, then on to the great lakes, or along their shores to Winnipeg, across the prairies, and through the magnificent scenery of the Rocky Mountains to British Columbia and the waters of the Pacific Ocean.

**Canals and River Systems.**

The canals of Canada and the river improvements have cost a large sum of money, and they are works of great utility and importance. The channel of the St. Lawrence has been deepened, so that the largest ocean-going vessels go up as far as Montreal, 1,000 miles from the Atlantic Ocean. There are over five miles of wharfs at this city, and every facility for loading and discharging ships. At Quebec, also, there are facilities for an immense shipping trade. Then, there is a system of canals to overcome the St. Lawrence rapids and the difference in the levels to the Great Lakes (600 feet), which affords uninterrupted navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2,384 miles, of which 71¾ miles are canals. The locks range from 200 to 270 feet long by 45 feet wide. The depth of water is from 9 to 14 feet, and works are in progress which will make the whole route available for vessels drawing 14 feet. There is also a canal system to overcome the difficulties of the River Ottawa between Montreal and Ottawa; one opens navigation between Ottawa and Kingston, and another connects Lake Champlain with the St. Lawrence. In Nova Scotia the St. Peter's Canal connects St. Peter's Bay with the Bras d'Or Lakes. There is also navigation on the lakes in the North-west, and on the Red River, the Assiniboine and the Saskatchewan, the latter being navigable for over 1,000 miles. These water highways are much used for the conveyance of various products and are of great benefit to the Dominion. The Sault Ste. Marie, opened for traffic in September, 1895, is two-thirds of a mile in length, has one lock of dimensions 900 feet by 60 feet, with 22 feet of water on the sill.

**Revenue.**

The consolidated revenue for the year ended 30th June, 1896, was made up as follows :—

| | |
|---|---|
| Customs | $19,833,279 |
| Excise | 7,926,006 |
| Other sources | 8,859,306 |
| | $36,618.591 |

The expenditure during the same period was $36,949,142.

The deficits of 1884-85 and 1885-86 were largely owing to unforeseen expenses in connection with the North-west Rebellion.

The following are the receipts and expenditure on account of the Consolidated Fund since 1880. They show that in the ten years the surplus revenue, after deducting the deficits above referred to, has amounted to thirteen million dollars.

RECEIPTS AND EXPENDITURE, CONSOLIDATED FUND.

| —— | Receipts. | Expenditure | Surplus. | Deficit. |
|---|---|---|---|---|
| | $ | $ | $ | $ |
| 1880-81 | 29,635,298 | 25,502,555 | 4,132,743 | |
| 1881-82 | 33,383,456 | 27,067,104 | 6,316,352 | |
| 1882-83 | 35,794,649 | 28,730,157 | 7,064,492 | |
| 1883-84 | 31,861,962 | 31,107,706 | 754,255 | |
| 1884-85 | 32,797,001 | 35,037,060 | | 2,240,059 |
| 1885-86 | 33,177,040 | 39,011,612 | | 5,834,572 |
| 1886-87 | 35,754,993 | 35,657,680 | 97,313 | |
| 1887-88 | 35,908,463 | 36,719,495 | | 810,032 |
| 1888-89 | 38,782,870 | 36,917,835 | 1,865,035 | |
| 1889-90 | 38,579,311 | 35,994,031 | 3,885,894 | |
| 1890-91 | 38,579,311 | 36,343,568 | 2,235,743 | |
| 1891-92 | 36,921,872 | 36,765,894 | 155,978 | |
| 1892-93 | 36,168,609 | 36,814,053 | 1,354,556 | |
| 1893-94 | 36,374,693 | 37,585,026 | | 1,210,333 |
| 1894-95 | 33,978,129 | 38,132,005 | | 4,153,876 |
| 1895-96 | 36,618,591 | 36,949,142 | | 330,551 |
| | | | 27,862,361 | 14,579,423 |

Taxation as represented by the customs and excise amounted, in 1896, to $27,779,285, or $5.42 per head, as compared with $19.50 in the United Kingdom, $5.27 in the Cape of Good Hope, $14.72 in Australasia (1892). Municipal taxation is also very light.

**Public Debt.** The gross amount of the public debt on 1st July, 1896, was $325,717,537, from which have to be deducted assets, $67,220,104, making the net debt $258,497,433, or $50.43 per head. The average rate of interest in the year 1896 paid on the gross debt was 3·23* per cent, but after deducting interest received from investments the rate was reduced to 2·80 per cent.

The total amount of debt payable in England on 30th June, 1896, was $218,225,504, and the several investments for sinking funds amounted to $36,414,376. The remainder of the debt represents liabilities payable in Canada.

Canadian Government securities are a favourite investment in the British market, and the position of the country's credit will be better understood when it is stated that while not very long ago 5 per cent had to be paid for loans, one of the loans recently issued was placed at 3 per cent, and realized the net amount of £97 9s. 2d. Canada issued, in June, 1888, the first colonial 3 per cent loan. The amount required was £4,000,000, and the minimum price was fixed at 92½. Tenders were, however, received for £12,000,000, and the issue was allotted at an average price of £95 1s. per cent.

*Population for 1894, 5,021,476—for calculation of gross debt per head.

**Imports.** The value of the imports in Canada entered for consumption for the year ended 30th June, 1893, was $110,587,480. The duty collected amounted to $20,219,037, equal to $3.94 per head of the population.

Considerable changes have taken place in the import trade of Canada in the last ten years. There has been a falling off in the imports of manufactured goods, but the deficiency has to a great extent been made up by an increased importation of raw material.

**Exports.** The exports of Canada in 1896 were valued at $121,013,852, made up of—Canadian produce, $109,915,337; and other produce, $11,098,515.

The following are the exports of home products for 1896, by classes :—

| | |
|---|---|
| The Mine | $ 8,059,650 |
| The Fisheries | 11,077,765 |
| The Forest | 27,175,686 |
| Animals and their produce | 36,507,641 |
| Agricultural products | 14,083,361 |
| Manufactures | 9,365,384 |
| Miscellaneous | 109,265 |
| Short return | 3,329,053 |
| Bullion | 207,532 |
| | $109,915,337 |

Retested Gold before Smelting.

These figures do not give an accurate idea of the total trade of Canada. They only embrace the outside trade, and do not include the large business which naturally takes place between the provinces. It is scarcely possible to estimate what the inter-provincial trade is. It has been estimated for 1894 at $113,000,000; it was in 1867 about $4,000,000. The freight earnings of the various railways amounted, in 1896, to $32,368,082 for the carriage of 24,266,825 tons, and the canal tolls to $265,413 for 2,740,241 tons of freight; the tonnage of shipping engaged in the coasting trade has also increased from 11,047,661 tons in 1878 to 27,431,753 tons in 1896. These figures serve to show the magnitude of the local carrying trade. In addition, attention may again be called in this connection to the great increase in all the local industries connected with the mine, forest, fisheries, agriculture and manufactures, and it is proposed to say a few words under each of these headings.

The principal countries to which goods are exported are Great Britain, the United States, Newfoundland, West Indies, South America and Australasia. With other countries also trade is rapidly growing, particularly with China and Japan, France, Germany and other European countries.

**The Mine.**

Recent discoveries in British Columbia, the North-west Territories and Western Ontario, together with the known fields in Nova Scotia and elsewhere, have shown Canada to be one of the richest mineral countries in the world. The discoveries of gold near the southern boundary of British Columbia have recently been followed by still richer discoveries on the Yukon River and its tributaries in the extreme north, and at numerous points between these two, gold and silver have been found in such quantities as to create the belief that throughout the several ranges of the Rocky Mountains from the 49th parallel to the Arctic Ocean additional fields for mining enterprise will annually be found for many years to come, and that as transport is afforded mining towns will arise from north to south of British Columbia. In no part of the world can capital be more profitably employed. Products of the mine which the country is itself capable of yielding are still imported, while the export of metals and ores of many kinds is susceptible of almost indefinite extension. In 1896, the total value of the mineral products of Canada reached $23,627,000. In 1896, the exports were valued at $8,059,650, while the imports of minerals and mineral products in the same year amounted to over $25,000,000. The mineral product of Canada includes gold, silver, cinnabar, copper, lead, nickel, asbestos, gypsum, mica and phosphates.

Gold is also worked in Nova Scotia, Ontario and Quebec. In Quebec the deposits are auriferous gravels, chiefly in the valley of the Chaudière River. In Ontario quartz veins of much promise are now in course of development, particularly in the vicinity of the Lake of the Woods and Rainy Lake. In Nova Scotia the gold is obtained entirely by deep mining on quartz veins, in British Columbia, up to a recent date, it came chiefly from alluvial or placer deposits, some of which in the Cariboo district have been exceedingly rich. Much attention is at present being given there to the introduction of hydraulic mining on a large scale, although the auriferous quartz veins in various parts of the province are attracting chief attention at the present time. The total yield of gold to date from British Columbia and Nova Scotia have been about $72,000,000.

Nova Scotia, British Columbia and the North-west Territories abound in coal, which also occurs, though in lesser quantity, in New Brunswick. From Nova Scotia large quantities of coal are shipped by the St. Lawrence and by rail to the province of Quebec and to the eastern part of Ontario. It is also employed locally for iron smelting and other purposes. On the western seaboard important coal mines are in operation on Vancouver Island from which the greater part of the product is sold in San Francisco, where it competes successfully, on account of its better quality, with fuels obtained locally and in the State of Washington. A coal field of vast extent (probably the largest in the world) occupies all the western part of the North-west Territory. Beneath the Great Plains the fuels are lignite-coals of great value for local use, but not so well adapted for shipment to long distances. In the foot-hills of the Rocky Mountains the lignites are replaced by bituminous coals,

A Placer-mining creek, British Columbia.

and in parts of the mountains themselves similar coals, together with anthracite and "cannel" coal are found. These fuels are already worked on a small scale in many places, but the most important mines are situate at Banff, Canmore and Lethbridge. In the vicinity of the Crow's Nest Pass a large number of superposed coal seams occur which await railway facilities for their development. The importance of these ample supplies of fuel to the settler on the rich agricultural lands of the west cannot be exaggerated, and the output of the mines is limited only by the demand consequent on the growing agricultural and industrial occupation of the country. The total production of coal in the Dominion in 1896 was 3,743,234 tons. Ontario is without available deposits of coal, but produces petroleum and natural gas. In 1896 the value of the crude petroleum obtained was $1,155,646, the estimated value of natural gas, $276,301. Indications of extensive petroleum fields occur in the North-west Territories, and experimental borings are now in progress in the district of Alberta. Natural gas is also found in this region, but it has not yet been utilized.

Rich ores of silver occur in the Thunder Bay district of Ontario, but it is particularly in the southern part of British Columbia that the mining of silver ores has attained importance of late. The East and West Kootenay districts were a few years ago almost uninhabited and very imperfectly known, even geographically. They are now occupied by thousands of miners, and several towns, together with smelting works and other industries have sprung into existence. Up to the present time most of the work done has been that of discovery and preliminary development, but the output of ore is now becoming large. Great areas in the more northern part of British Columbia remain as yet practically unsearched for mineral deposits, although isolated occurrences of valuable ores similar to those of Kootenay have been found throughout a belt of country extending nearly 1,200 miles to the north-westward.

Nickel, in association with copper and iron pyrites, forms deposits of great volume in the vicinity of Sudbury, Ontario. This metal has lately found a new utility in the production of nickel steel, and the product from the Sudbury mines appears to be limited only by the extent of a profitable market. The value of the output in 1896 is estimated at about $1,155,000.

Rat Portage on Lake of the Woods.

Ores of iron and different kinds, and often of the best quality have been found in almost every province of the Dominion. Iron smelting is carried on in Ontario, Nova Scotia and Quebec.

The asbestos mines of the Eastern Townships of Quebec constitute the most important known sources of supply of the mineral.

A mining town, Trail Creek, B.C.

The product in 1896 was 12,250 tons, valued at $429,856.

Gypsum of excellent quality is obtained in large quantity in Nova Scotia, New Brunswick and parts of Ontario. It is found in other provinces but has not yet been worked there. Salt is largely manufactured in Ontario from brines obtained from deep wells. The product in 1896 amounted to 43,956 tons. It is also manufactured in New Brunswick.

Mica, plumbago and phosphate (apatite) are found together in that part of the province of Quebec north of the Ottawa River. The last named mineral contains a high percentage of phosphorus, and is employed in the manufacture of fertilizers, but the Canadian output has of late declined by reason of the competition of cheap, though less pure, varieties of phosphate obtained elsewhere.

It is not possible here to enumerate the various mineral products which in smaller quantities contribute towards the wealth of the country as a whole, but it may be added that structural materials, such as building stones and brick clays exist in great abundance and of excellent quality in almost every part of Canada. Marbles and other ornamental stones are also well represented, although these have so far been utilized to a limited extent only, while peat, lime and other miscellaneous materials, together with mineral waters, have already given rise to important local industries.

The Geological Survey of Canada and the Mining Bureaus of several of the provinces are engaged in the investigation of the mineral resources of the Dominion, and to the reports and maps of the Geological Survey in particular, further reference may be made on this subject.

It is here practicable to outline only in the briefest manner the general distribution of minerals of economic value, but sufficient may have been said to indicate that Canada not only affords employment to the working miner, but also affords great inducements to the prospector, and for the profitable investment of capital in mining, while the expenditure of labour and money upon the mineral deposits of the country is such as to largely benefit the farmer by affording a desirable local market for his products.

**The Fisheries.** These are the largest in the world, embracing fully 13,000 miles of a sea coast, in addition to inland seas, innumerable lakes and a great number of rivers. They offer many advantages to those engaged in similar occupations in the United Kingdom, and who have suffered from the bad seasons of recent years. The displays made by Canada at the Fisheries Exhibition in London in 1883 attracted very considerable attention.

The products of the fisheries, exported and sold on the Dominion markets in 1895, amounted to $20,185,298; but this by no means represents the value of the total catch, for in Canada the home consumption is very great—100 pounds per inhabitant being calculated, as against 30 pounds in England. As the fisheries extend throughout the length and breadth of the Dominion, many settlers are afforded an opportunity of catching fish for domestic use; this renders it impossible to give full returns of the whole catch. It is approximately estimated that the value of the home consumption per annum was $13,000,000, giving a total of $34,000,000 as the yield from less than half of the Canadian fisheries, exclusive of the catch by foreign fishermen. The fisheries on the Pacific coast are most valuable and extensive, but are yet only partly developed. The total pack of canned salmon in British Columbia in 1893 reached 29 million pounds, and in 1894 the total pack of the province was 23,627,140 one-pound cans.

The sea fisheries are well-nigh inexhaustible—a fact attributable to the fishes' food supply being brought down by the Arctic currents from the northern seas and rivers. This consists of living slime, formed of myriads of minute creatures which swarm in the Arctic seas and are deposited in vast and ever-renewed quantities upon the fishing grounds.

Salt water fishes of nearly every variety are to be found along the Canadian coasts, but the marine fisheries of greatest commercial importance are the cod, herring, mackerel, lobster, salmon and seal.

The fresh water fisheries are also of great importance, the immense lakes and rivers supply an abundance of fish of great commercial value, both for home consumption and export, besides providing sportsmen with some of the finest salmon and trout fishing to be found anywhere.

The value of the yield of some of the principal fish in 1895 was :—Cod, $3,630,279; salmon, $3,732,717; herring, $2,800,556; lobsters, $2,210,096; seals, $723,343; mackerel,

$736,655; whitefish, $767,307; trout, $702,589; haddock, $422,653 ; hake, $190,890 ; halibut, $270,901. Between the years 1868 and 1895 the value of the yield of some of the principal fish has been :—Cod, $102,813,832 ; herring, $51,463,298; lobsters, $46,759,098; mackerel, $36,862,092 ; salmon, $41,738,791 ; haddock, $12,690,522.

sels. It has also provided fish-breeding establishments, of which there are twelve, in different parts of the Dominion, and yearly millions of fish are hatched and placed in the rivers and lakes. Large sums of money have also been expended in harbour improvements and breakwaters. The principal fishing stations in the Gulf of St. Lawrence have

Much attention has been of late years given to the development of the fisheries. The Federal Government has granted a yearly sum of $160,000 as a bounty, to be divided, according to catch, among the vessels and boats engaged in the prosecution of the sea fisheries. One result has been an increase in the number, and a great improvement in the build and outfit of fishing vessels. It has also provided fish-breeding establishments, of which there are twelve, in different parts of the Dominion, and yearly millions of fish are hatched and placed in the rivers and lakes. Large sums of money have also been expended in harbour improvements and breakwaters. The principal fishing stations in the Gulf of St. Lawrence have been connected with each other by land telegraphs and cables, by which means information is promptly given of fish "strikes" at any particular point, thereby saving the fishermen days and nights of fruitless exposure and cold.

The number of men, vessels, boats and fathoms of nets employed in the fisheries, in 1895, are as follows :—

FISHERIES OF CANADA, 1895.

| Provinces. | Vessels and Boats. | | Men. | Nets. | | Other Fishing Material. |
|---|---|---|---|---|---|---|
| | Number. | Value. | Number. | Fathoms. | Value. | |
| | | $ | | | $ | $ |
| Nova Scotia | 15,581 | 1,529,393 | 25,615 | 2,337,255 | 539,289 | 1,071,286 |
| New Brunswick | 5,667 | 329,169 | 10,389 | 568,350 | 393,144 | 988,034 |
| Prince Edward Island | 1,547 | 71,130 | 3,758 | 85,783 | 36,480 | 372,029 |
| Quebec | 7,236 | 226,068 | 12,243 | 301,865 | 156,707 | 421,928 |
| British Columbia | 2,997 | 734,360 | 14,485 | 380,110 | 296,700 | 1,054,375 |
| Ontario | 1,429 | 334,165 | 3,259 | 2,046,473 | 257,315 | 240,025 |
| Manitoba | 1,032 | 106,062 | 1,585 | 322,500 | 33,555 | 60,634 |
| Total | 35,489 | 3,332,347 | 71,334 | 6,042,336 | 1,713,190 | 4,208,311 |

These figures show a considerable increase on those of ten years ago; but for the last few years they have not fluctuated much, owing to improved boats, with which more work can be done, being built to replace those formerly in use.

Including weirs and other fishing materials the total value of the fishing "plant" in 1895 was $9,253,848.

**The Forest.** The forest products of Canada constitute one of her most important sources of wealth. They find their way to all parts of the world —to the United States, to the United Kingdom, to our antipodes, the Australian colonies, and to South America. The Canadian saw-mills are among the most extensive and best appointed in the world. This industry in all its stages employs a large number of men, as well as affording freight to railways and shipping.

The forests of Canada are rich with a great variety of trees, which are useful for lumber of many kinds, for building purposes, for furniture, and, in many parts of Canada, for fuel. Among the varieties are the maple, elm, ash, cherry, beech, hickory, ironwood, pine, Douglas fir, Alaska cedar, spruce, balsam, red cedar, hemlock, walnut, oak, butternut, basswood, poplar, chestnut, mountain ash, willow black and white birch, and others.

**Animals and their Produce.** These exports include live animals, meat, butter, cheese, eggs, furs, hides, skins and wool, and form the largest item in the classification of the exports. It is a trade which has been largely the growth of recent years, and has been, generally speaking, a profitable one for the farmers of the Dominion. In 1874 the total exports of cattle were 39,623 head, of which only 455 went to Great Britain. In 1896 the number had increased to 104,451, of which 97,042, valued at over £1,400,000 sterling, were shipped to Great Britain. When it is remembered that the United Kingdom requires to import over 500,000 head of cattle a year, the extent to which the Canadian cattle export business may be developed will be readily appreciated. In addition, the exports under this head include 21,852 horses and 391,490 sheep. The cattle are of very good quality, pedigree cattle in large numbers having been imported for many years for the improvement of the flocks and herds. In fact, herds of Shorthorns, Herefords, Galloways, Polled Angus and Jerseys, which will bear comparison with those of any other country, are to be found in many parts of Canada. The same remark applies to horses and sheep.

Great progress has been made in dairy farming in Canada, and the tendency is towards improvement and economy of labour. The factory system has long been established in the old, and has been lately introduced in the new provinces. Canadian cheese carried off a very large number of the prizes offered at the World's Fair at Chicago.

The industries both of butter and cheese-making are largely carried on in Canada, and the exports of both products are very considerable. The export of Canadian cheese to the United Kingdom has largely increased within the last few years. In 1867 this export was only 1,577,027 pounds, and in 1896 it was 164,410,940 pounds, valued at $13,924,672. The total export of Canadian cheese to all countries in 1896 was 164,689,123 pounds, valued at $13,956,571, while that of the United States was 36,777,291 pounds, valued at $3,091,914. Canada exported over $10,800,000 more than the United States, thus leading all cheese-exporting countries in the value of the export.

Near the large towns market gardening is profitably carried on. A comparatively small capital is necessary, and with industry and perseverance, backed by experience, a good income is assured.

Poultry-raising is only beginning to be much attended to, probably because poultry has been so cheap. In the course of time, however, as the market extends, and as means are found for exporting hens, geese and turkeys to England, henneries on a large scale will be established. The exportation has already begun. The export of eggs has been a large trade for many years.

**Agricultural Products.** The exports under this head include general farm produce and fruit. Having the advantage of a favourable climate and a fertile soil, the Canadian farmer is able to grow all the crops that are raised in England, with the important addition of Indian corn. The garden fruits and vegetables are also similar, except that tomatoes, melons, grapes, peaches, &c., ripen

in the open air in many parts of the country. Legislative authority was obtained in 1887 for the establishment of five Government experimental farms in various parts of the Dominion. One has been founded at Ottawa, for Ontario and Quebec; one at Nappan, Nova Scotia, for the maritime provinces; one at Brandon, for Manitoba; one at Indian Head, for the North-west Territories; and one at Agassiz, British Columbia; and they have already produced valuable results for the farming community, and are confidently expected to produce still more. Agriculture is certainly the leading industry of Canada, and must remain so for a long time, considering the immense areas of land that have still to be occupied and tilled. With a population of over 5,000,000, $50,-500,000 worth of farm produce—including animals and their products, and agricultural produce—was exported in 1896, in addition to meeting the requirements of home consumption. For quality of grains, &c., the country also occupies a place in the front rank, the Canadian exhibits of that class being the best at the Antwerp Exhibition, as testified by a committee of experts; while those who were present at the Colonial and Indian Exhibition in 1886, and at the Chicago Exhibition in 1893, will not readily forget the displays made in the agricultural class by the Dominion.

The growing of fruit, as well for home consumption as for exportation, is a very important industry in Canada, and one which excites the wonder of new-comers. People who have been accustomed to think of Canada, as described in the words of a French writer before the cession to Great Britain, as "a few acres of snow," are at first incredulous as to the extent and excellence of the fruits produced in a country which has the summer skies of Italy and France. The vineyards of Ontario cover 6,000 acres, and there are 2,000 persons directly and indirectly engaged in viticulture; some of these vineyards are from 50 to 60 acres in extent; there are peach orchards of similar area, and apple orchards almost innumerable. Strawberries are raised as a field crop. Plums, pears, cherries, gooseberries, currants and raspberries are everywhere produced in great abundance. The tomato, as already stated, ripens in the open air, and in great profusion. Melons also ripen in the open air, as a field or market garden crop, and this delicious fruit is sold in large quantities in the markets.

The great wealth of Canada in fruits is a fact which is not only interesting to the intending settler as an industry, but as a climatic fact, the country in this particular being much ahead of the United Kingdom. It is especially interesting to the intending settler as a consumer, in that he can always obtain a supply of the healthful luxury of delicious fruits.

In 1896 the export of apples amounted to 567,182 barrels, of which 504,680 barrels went to Great Britain. In 1882 the export was 215,526 barrels, of which 130,848 barrels went to Great Britain.

The growing of tobacco has been commenced in the Yale district, and a leaf dealer from San Francisco, to whom samples of the Canadian product were recently submitted, has pronounced them first-class. From half an acre planted in 1894, 800 pounds of leaf were taken, and this has had the effect of greatly increasing the interest of the residents in the subject. The local manufacturers are all agreed in the opinion that the soil of the province is especially well adapted for raising tobacco for cigar manufacture. According to present reports, as soon as the farmers understand the curing of the leaf they will have at their command a new and important source of revenue.

In the province of Quebec tobacco has been cultivated with success for many years, and the home-grown is almost the only kind used by the native French Canadians in the rural districts.

Mixed farming is generally carried on, the growing of grain and fruit, stock-raising and dairy farming being more or less combined. Of course, there are farms where the raising of cattle and horses is the sole industry, and the same may be said of dairy farming, but these are exceptions. The general style of farming is not, perhaps, so scientific as in Great Britain, but it is steadily improving, and the model and experimental farms will no doubt supply a stimulant in this direction.

**Manufactures.** The following is a list of the principal industries established in Canada, taken from the census of 1891, with the amount of capital so invested, and the stated yearly product:—

MANUFACTURES, 1891.

| Industries. | Invested Capital. | Yearly Products. |
|---|---|---|
| | $ | $ |
| Agricultural implements | 8,624,803 | 7,493,624 |
| Boots and shoes | 9,648,639 | 18,990,381 |
| Cabinet and furniture | 6,094,435 | 7,706,093 |
| Cheese factories | 2,586,599 | 9,784,288 |
| Cotton mills | 13,208,121 | 8,451,724 |
| Distilleries and breweries | 15,587,164 | 8,154,853 |
| Engine building | 1,244,589 | 1,575,159 |
| Fitting and foundry works | 17,704,147 | 17,838,480 |
| Flour mills | 23,039,041 | 52,423,286 |
| Furriers and hatters | 2,047,881 | 5,004,941 |
| Hoisery | 370,970 | 579,431 |
| Iron smelting furnaces | 4,159,481 | 3,076,240 |
| Meat curing | 2,173,077 | 7,125,831 |
| Meat, fish, fruit and vegetable canning | 3,460,024 | 3,989,835 |
| Musical instruments | 2,389,633 | 3,393,213 |
| Oil refineries | 1,873,918 | 2,064,115 |
| Oil " (fish) | 64,113 | 71,305 |
| Nail and tack factories | 409,390 | 744,150 |
| Paper factories | 5,508,409 | 3,823,507 |
| Rolling mills | 2,307,540 | 3,163,930 |
| Saddle and harness | 2,546,583 | 3,988,001 |
| Sash, door and blind factories | 7,108,076 | 9,891,510 |
| Saw-mills | 50,203,111 | 51,262,435 |
| Ship-building | 2,555,951 | 3,712,462 |
| Sugar refineries | 5,924,400 | 17,127,100 |
| Tanneries | 6,322,963 | 11,422,860 |
| Tin and sheet iron working and tinsmithing | 4,557,578 | 6,749,056 |
| Tobacco factories | 2,158,150 | 2,375,321 |
| Woollen mills | 9,365,158 | 8,408,071 |
| Carriage building | 8,029,143 | 9,627,655 |

The iron industry is an important one. All over Canada there is an abundance of iron—iron of the highest grade, and iron with less phosphorus than elsewhere on the continent. There is also plenty of timber and coal in Canada, and with these natural advantages, extensive means of communication by railway and canal, and access to the Atlantic and Pacific Oceans, new and varied manufactures are sure to spring into existence.

The principal general manufactures are not confined to any one part; they are to be found in most of the older provinces on a larger or smaller scale.

An Inland Steamer.

**Shipping.** Closely connected with the trade and commerce of Canada is the shipping interest. The following is the total number of vessels (seagoing and inland) arrived at and departed from Canadian ports (exclusive of coasting vessels) in each year since 1877 :—

SHIPPING, CANADA.

| Year. | British. | | Canadian. | | Foreign. | | Total. Tonnage. |
|---|---|---|---|---|---|---|---|
| | No. | Tons Register. | No. | Tons Register. | No. | Tons Register. | |
| 1877 | 2,963 | 2,216,516 | 24,386 | 4,104,926 | 19,364 | 4,769,802 | 11,099,244 |
| 1878 | 2,954 | 2,294,688 | 26,850 | 4,883,862 | 18,223 | 4,876,340 | 12,054,890 |
| 1879 | 2,618 | 2,155,444 | 27,418 | 5,051,139 | 17,805 | 4,440,229 | 11,646,812 |
| 1880 | 2,990 | 2,642,935 | 33,077 | 6,779,963 | 16,809 | 4,154,947 | 13,577,845 |
| 1881 | 3,707 | 3,526,005 | 31,595 | 5,894,639 | 18,149 | 4,381,788 | 13,802,432 |
| 1882 | 3,335 | 3,164,839 | 33,607 | 5,722,399 | 18,678 | 4,492,644 | 13,379,882 |
| 1883 | 3,403 | 3,001,071 | 31,332 | 5,836,858 | 20,095 | 4,932,806 | 13,770,735 |
| 1884 | 3,327 | 3,257,219 | 31,260 | 5,939,731 | 20,569 | 5,162,076 | 14,359,026 |
| 1885 | 3,219 | 3,007,314 | 29,438 | 6,438,750 | 18,494 | 4,638,648 | 14,084,712 |
| 1886 | 2,960 | 3,101,285 | 30,011 | 5,943,341 | 19,357 | 4,924 606 | 13,969,232 |
| 1887 | 2,679 | 2,657,619 | 30,960 | 6,245,632 | 24,296 | 5,187,747 | 14,090,998 |
| 1888 | 3,316 | 3,326,417 | 33,395 | 6,182,697 | 27,592 | 5,708,194 | 15,217,308 |
| 1889 | 3,305 | 3,333,079 | 34,564 | 6,636,032 | 27,188 | 6,085,110 | 16,054,221 |
| 1890 | 3,671 | 3,617,013 | 38,222 | 7,709,133 | 30,532 | 7,119,954 | 18,446,100 |
| 1891 | 3,483 | 3,523,238 | 35,667 | 7,516,645 | 30,179 | 7,763,765 | 18,803,648 |
| 1892 | 3,402 | 3,586,335 | 32,944 | 7,631,430 | 28,997 | 7,474,690 | 18,692,455 |
| 1893 | 3,271 | 3,780,915 | 33,034 | 7,298,151 | 26,876 | 7,460,468 | 18,539,534 |
| 1894 | 3,381 | 4,146,645 | 34,719 | 8,251,226 | 27,906 | 7,955,210 | 20,353,081 |
| 1895 | 3,206 | 3,994,224 | 29,784 | 7,250,835 | 27,299 | 7,855,904 | 19,100,963 |
| 1896 | 3,226 | 4,385,055 | 31,597 | 7,464,532 | 30.161 | 10,020,886 | 21,870,473 |

On the 31st December, 1895, there were on the registry books 7,262 vessels with a registered net tonnage of 825,837 tons. Of these 1,718 were steamers.

Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada would be $24,775,110.

Canada stands fourth among maritime countries in tonnage of shipping owned and registered in the country.

The trade and navigation returns of Canada for 1896 give the following particulars of the vessels engaged in the sea-going, inland and coasting trade of Canada :—

| | No. of Vessels. | Tonnage. |
|---|---|---|
| Sea-going..... ..... | 29,802 | 11,458,824 |
| Inland..... ..... | 35,182 | 10,411,649 |
| Coasting..... ..... | 125,017 | 27,431,753 |

It may be stated that nearly 69 per cent of the whole of the water-borne trade was done under the British flag, which includes, of course, the vessels on the Dominion register.

For those who desire more detailed information concerning any particular province, special chapters dealing with the provinces are appended to the remarks upon the Dominion as a whole.

## PERSONS WANTED IN CANADA, AND IMMIGRATION THAT IS NOT ENCOURAGED.

As this pamphlet is likely to be largely consulted by those who desire, from some cause or other, to leave Great Britain and seek new homes, it is well to specify distinctly the classes recommended to go to Canada, and the openings that exist for them.

**Persons with Capital.** The first great demand is for persons with some capital at their disposal. For this class Canada affords unlimited openings. They can engage in agricultural pursuits, taking up free grant lands, or purchasing the improved farms to be found in advantageous positions in every province ; or in mining, or in the manufacturing industries ; or if possessed of a settled income, living will be found to be much cheaper in Canada, with the benefits of a fine, healthy climate, magnificent scenery, abundant opportunities for sport, and facilities for education and placing children in life not to be excelled anywhere.

**Agriculturists.** Persons of small capital and knowledge of agriculture often desire to enter upon farming pursuits. Before this is done, experience should be acquired, either by hiring oneself out as a labourer, or gaining experience in some other way. Then, when the necessary knowledge has been obtained, a farm may either be rented, purchased, or taken up as a free grant. (See the land regulations of the various provinces.

Young men should go to Manitoba, the North-west or British Columbia. Older men with a capital and young families, should go to one of the older provinces, or may go to the west and buy or rent an improved farm. This, however, is only a general statement, and individual cases must be decided by the special circumstances of each. In Manitoba and the North-west, and in some parts of British Columbia, pioneer life on free grants, or away from railways, is attended with a certain amount of inconvenience and an absence of those social surroundings which may be obtained in the older settled parts of these and other provinces, and this fact should be borne in mind by those who are considering the subject.

It is difficult to lay down a hard and fast rule as to the amount of capital necessary to start farming. The answer depends upon the energy, experience, judgment and enterprise of the person who is to spend the money, the province selected, whether free grant land is to be taken up or an improved farm rented or purchased, and many other details. It may safely be said, however, that if a man has about £100 clear on landing he is in a position to make a fair beginning on free grant land in Manitoba and the North-west, though not on a large scale. It should be remembered, however, that numbers of prosperous men have begun life on the prairies with hardly as many dollars. They have in many cases made their way by working as hired men, at seeding and harvesting time, while during other months of the year they performed the statutory

and necessary work on the free homesteads they had acquired from the Government. Many of the most successful have been farm labourers in the old country. Some capital is of course necessary if an improved farm is to be taken.

able from a farm labourer's life, have no difficulty in getting employment in the spring; and the agents of the Government in Canada will assist them as far as possible in doing so, without charge. although, of course, without accepting any direct respon-

His first start—No capital.

**Tenant Farmers.**

For tenant farmers the country offers many advantages. Improved farms are cheap; free grants can be obtained by those prepared for the inconvenience of pioneer life; the soil is fertile; the climate ensures the growth of all the crops produced in Great Britain, while grapes, peaches, tomatoes and similar fruits grow and ripen in the open air; there is a large and growing market in the Dominion and in the mother country for all the cereals, live stock, and general farm and dairy produce available for disposal. On the other hand, taxes are light, and labour-saving appliances cheap and in general use. More details upon these points will be found in the chapters dealing with the various provinces.

**Young Men desiring Agricultural Experience.**

The question is often asked if it is essential for young men wishing to take up farms in Canada, but desiring before doing so to acquire knowledge of agriculture, to pay premiums, either to persons in the old country or in the Dominion, for that purpose. It may therefore be plainly stated that "no premiums are necessary"; and it is advised that none be paid. Strong and healthy young men, from 18 to 21 years of age, who are prepared to accept for a time the hard work and surroundings more or less inseparsibility. Being without experience, they will not get much wages at the commencement of their employment, but as they acquire skill they will be able to command remuneration in proportion to the value of their work.

Great care should be exercised in deciding whether the young men are suited to the life that is proposed. Hard work is necessary, and very often their mode of living may be entirely altered. They must bear in mind two things—that they must do what they are told, and that they must pick up their knowledge from experience. Many persons have gone out in this way with good results, but there are others who have failed, because they have not properly understood colonial life, or were unfitted for it. The advice of one of the Government agents should be obtained before a final decision is arrived at.

There is also the alternative of a course at the Ontario Agricultural College. An entrance examination in elementary subjects has to be passed. Candidates must not be less than sixteen years of age. Communications respecting admission, &c., should be addressed to the President, Ontario Agricultural College, Guelph, Canada.

There is also a School of Agriculture at Truro, Nova Scotia, with a farm in connection. Communications should be addressed to Prof. H. W. Smith, Provincial School of Agriculture, Truro, Nova Scotia.

**Male and Female Farm Servants.** There is a large and growing demand for male and female farm servants in every part of the Dominion, owing to the rapidity with which land is being brought under cultivation. Machinery of various kinds is in daily use, but labour is very scarce notwithstanding, and good hands can always find constant and remunerative employment. Many persons of this class who started as labourers, now have farms of their own in some of the finest parts of the Dominion. This result, however, does not naturally follow in every case, but is the consequence of work, energy, intelligence, perseverance and thrift, which are elements necessary to ensure success in every country.

Market gardeners, gardeners, and persons understanding the care of horses, cattle and sheep, may also be advised to go out. But there is no opening for farm managers or bailiffs, as Canadian farmers, as a rule, supervise their own holdings, and personally take part in the work.

**Domestic Service and other Callings for Females.** In every city, town and village, female domestic servants can readily find employment. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Domestic servants should go at once on their arrival to the nearest Government agent. These gentlemen will give the best and most reliable advice gratis; they often have in their offices a list of vacant situations; and will refer applicants to the local ladies' committee, so that they may have the benefit of such supervision and guidance until they are satisfactorily placed. Servants should, however, take their credentials with them, and bear in mind that good records are just as indispensable in Canada as elsewhere. They may safely go out at any time of the year and be certain of obtaining a situation at once, but should remember always to have funds enough in hand on landing to take them to the places in the interior where their services are required.

There is little or no demand for females other than domestic servants. Governesses, shop assistants, nurses, &c., should not go out, unless proceeding to join friends who will be able to help them in getting employment.

**Mechanics, General Labourers and Navvies.** These are advised to obtain special information as to their respective trades and kinds of work before going out. Speaking generally, unless they intend to farm they are not advised to come to Canada.

**Railway Employees.** The demand for such persons in Canada is not great, and is easily met by the supply in the country.

**Clerks, Draughtsmen, Telegraphists, Shop Assistants, etc.** Clerks, shop assistants, and persons desiring such situations are advised not to emigrate unless proceeding to appointments already secured, or to join friends. Any demand for labour of these kinds is fully met on the spot.

**Child Emigration.** The emigration of children (unless accompanying their families) is not uncouraged, unless they go under the supervision of some society or individual having homes in Great Britain and in Canada, who will look after them until they are able to take care of themselves, and who will be responsible for placing them in situations. All children sent out must be healthy (and possess medical certificates to that effect).

**Inmates of Workhouses.** It may be stated that the emigration of the inmates of workhouses, reformatories, or persons in receipt of parish relief, is not encouraged by the Canadian Government. The same remark applies to any persons who are not able to produce satisfactory references as to their character. There are no openings for such classes in any part of Canada.

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**Professional Men.** Information is frequently sought as to the prospects in Canada for properly qualified members of the legal and medical and other professions, schoolmasters and persons desiring to enter the military and civil services of the Dominion. No encouragement is held out to such persons to go out to the Dominion, especially in cases

where immediate employment is desired. There are always openings and opportunities for men of exceptional abilities with a little capital, but, generally speaking, the professional and so-called lighter callings in Canada are in very much the same position as they are in the United Kingdom, the local supply of men being greater than the demand.

**Schoolmasters and Teachers.** The system of education in force in the different provinces of Canada includes the training of teachers for elementary positions. The higher appointments are generally filled by graduates of Canadian Universities, or graduates of English Universities who may have settled in the Dominion. The certificates obtained by teachers in the United Kingdom are available in Canada, when endorsed by the Minister of Education in the province in which the holder desires to reside. No difficulty, however, is found in securing persons on the spot to fill the vacancies that occur, and no one is advised to go out on the chance of obtaining a situation of this kind.

**The Civil Service of Canada.** Appointments in the Dominion Civil Service in Canada are not subject to public competition. Applicants are, however, required to undergo a qualifying examination. Public examinations are held yearly in the principal cities of the Dominion, at which candidates are required to present themselves. Vacancies in the public service are filled up from the successful candidates, as certified by the Civil Service Examiners. The number of qualified candidates is always much greater than the number of vacancies.

**Civil Engineers and Architects.** Persons qualified to practise in the United Kingdom would not find any difficulty in the way of their doing so in Canada, but these professions do not offer many openings at the present time.

**Surveyors.** Land surveyors coming into Canada are debarred from entering on the immediate practice of their profession. They are required to pass an examination prescribed by the Canadian laws and to serve one year in the field before practising on their own account.

## ADVICE FOR INTENDING SETTLERS.

**Government Agents.** The first general advice to be given to the intending settler before he starts, or to any one after arrival in Canada, is that he should apply to the nearest agent of the Government he can find for any information or advice he may desire to obtain, and he may always rely on the perfect honesty of any statement made to him by any Government agent.

In the United Kingdom all arrangements for emigration to the Dominion are placed under the direction of the High Commissioner for Canada. The following is a list of the Canadian Government agents :—

LONDON—The High Commissioner for Canada, 17 Victoria Street, S. W.

do —Mr. J. G. Colmer, Secretary, High Commissioner's Office.

LIVERPOOL—Mr. Alfred Jury, 15 Water Street.

GLASGOW—Mr. H. M. Murray, 32 St. Enoch Square.

DUBLIN—Mr. Charles R. Devlin, Commissioner of Immigration for Ireland.

The agents of the steamship companies are nearly all supplied with pamphlets, maps, and reports issued by the Canadian Government.

Information in regard to all questions affecting free homesteads and immigration matters may be obtained by addressing the Secretary of the Department of the Interior, Immigration Branch, Ottawa, or Mr. W. F. McCreary, of Winnipeg, Manitoba.

The following is a list of the places at which the Department of the Interior has agencies :—

HALIFAX, Nova Scotia.
ST. JOHN, New Brunswick.
QUEBEC, Province of Quebec.
MONTREAL do
WINNIPEG, Manitoba.
BRANDON do
MINNEDOSA do
LAKE DAUPHIN, Manitoba.
YORKTON, Assiniboia.
REGINA do
ESTEVAN do
LETHBRIDGE, Alberta.
CALGARY do
RED DEER do
WETASKIWIN do

EDMONTON, Alberta.
BATTLEFORD, Saskatchewan.
PRINCE ALBERT do
KAMLOOPS, British Columbia.
NEW WESTMINSTER, British Columbia.

The officers of the Department at these points will afford the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective provinces and districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expenses of conveyance, and all other matters of interest to settlers, and will receive and forward letters and remittances for settlers, &c.

**Employment Bureaux.** The Dominion Government has established an Employment Bureau under the management of the officer in charge at each of the Agency points in Canada mentioned above. The object chiefly aimed at in this establishment, is to facilitate communication between persons seeking work and those who may have need of their services.

No fees will be charged either to employers or those seeking work.

**Quarantine.** Canada is provided with a well-considered system of quarantine. The chief stations are established at Grosse Isle, in the River St. Lawrence; Halifax, N.S., and William Head, B.C. There are minor stations at St. John, N.B.; Chatham, N.B.; Pictou, N.S.; Sydney, C.B.; Port Hawkesbury, N.S.; and Charlottetown, P.E.I. Every maritime port is also constituted what is called an unorganized quarantine station, the Collector of Customs being the quarantine officer, with power to employ a medical man in case of any vessel arriving with infectious disease or well-founded suspicion of disease from an infected port. At the inland ports all Collectors of Customs are quarantine officers, with similar duties to those of the collectors at the maritime ports. The system pursued consists in taking off the sick from the vessels or train in the event of such arriving, and caring for the patients in hospital. The vessel, clothing, luggage and ship's dunnage are disinfected by the process of steam, the dioxide blast and the bichloride mercuric drench. After disinfection the vessel is given pratique. In the event of a vessel arriving with serious disease at any of the unorganized quarantine stations, it would be sent to the nearest organized quarantine station, where there are the necessary disinfecting appliances.

**Immigrant Stations in Canada.** Quebec and Halifax are the principal ports of entry in Canada for colonists, and the Government at these points maintain establishments for their reception and proper care immediately on arrival. They can at these stations purchase tickets for any points inland to which they may desire to go, and obtain meals or provisions for use on the railway trains on very reasonable terms, under arrangements made by the Government, and supervised by Government officials. If they are provided with through tickets before sailing, which is strongly advised, their steamship tickets are exchanged at these stations. All their luggage is landed and passed through the custom-house, and all immigrants' effects in use enter duty free.

The following is an extract from the Custom tariff of Canada, specifying the articles that can be so entered :—

Settlers' Effects, viz. :—Wearing apparel, household furniture, books, implements and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts ond other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada; not to include machinery, or articles imported for use in any manufacturing establishment, or for sale; also books, pictures, family plate or furniture, personal effects and heirlooms left by bequest; provided that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty, until after twelve months' actual use in Canada; provided also, that under regulations made by the Controller of Customs, live stock, when imported into Manitoba or the North-west Territories by intending settlers, shall be free until otherwise ordered by the Governor in Council.

Immigrants may mail letters or send telegrams to their friends from these stations; and they may also exchange any money they may bring with them for the currency or money of the country, without suffering any loss in difference or values in these transactions, the Government officials supervising everything under rules, by which they are guided, from the Department at Ottawa.

The laws passed by the Canadian Parliament contain strict provisions for the pro-

tection of immigrants, and for imposing severe penalties for all attempts to practise imposition upon them.

**The Time to Emigrate.** Generally speaking the best time to emigrate, for all classes, is the early spring. The agricultural labourer will then find his services in demand in the busy period that always comes during seed time in Canada; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes to Manitoba may by getting in a crop of oats or potatoes during the month of May or the first week of June, contribute greatly to the support of himself and family during the first year. Or again, if the agricultural labourer arrives in summer, about harvest time, he will find great demand and high wages for his services during the harvest months, and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time may see the crops growing, and may thus have an opportunity to choose at leisure the most advantageous location. In Manitoba and the North-west the summer and autumn months are the best for moving about the country in search of land—or, as it is commonly called, "land hunting," for a suitable spot on which to settle. Having selected it, he may proceed to erect his house and make preparations for living over the winter; and, if he means to do this, he may make his start with great advantage in the spring from being on the spot.

No person other than domestic servants are advised to go to Canada during the winter, unless proceeding to join friends, as work is not so readily procurable by new arrivals during that season as at other times of the year.

**Ocean Fares.** The intending emigrant will find out the days of sailing of the steamships by the handbills or advertisements which are now generally published; and he will also find by the same means the rates of passage—cabin, intermediate and steerage. The cost of reaching Canada varies from time to time—cabin, £10 10s. and upwards; intermediate, £6; steerage, £3 to £4, being the usual rates though subject to change by the steamship companies; but there are no free passages.

The Government does not now offer assisted passages to any class of emigrants. All are required to pay the ordinary fares charged by the steamship companies. Emigrants are also required in every case to pay their railway fares from the port of landing to their destination, and to provide their own food. Emigrants must, therefore, have enough money for such expenses in addition to their ocean passage, and to provide board and lodging until they can procure employment. It may be stated that some of the British railway companies offer reduced rates to the ports of embarkation to emigrants proceeding to the Dominion. These may be ascertained by inquiry at the passenger agencies and railway booking offices. The Canadian Pacific Railway also offers a special rate to emigrants from Quebec, Montreal or Halifax to Manitoba or other points in the west.

Inquiry is often made whether there is any system in operation by which money is advanced by the Government for the passage of labouring persons, such as those referred to in this pamphlet, to be repaid after arrival in Canada. It is therefore as well to say plainly that there is not. To secure a berth in the steamers it is necessary to send a deposit of £5 for a saloon passage and £1 for an intermediate or steerage passage, to the steamship company or to the agent, the remainder to be paid before the passengers go on board.

The passage includes all provisions. Twenty cubic feet of luggage is allowed free of charge to each saloon, fifteen to each intermediate and ten to each steerage passenger. A box 2½ feet long, 2 feet broad and 2 feet deep would be equal to ten cubic feet.

The steerage passengers being well provided with food on the steamships of the principal lines, need not think of supplying themselves with any kind of provisions.

The following are the railway fares, for emigrants booking through from Europe, to some of the principal centres of employment in the Dominion, from Quebec:—Montreal, 7s. 3d.; Sherbrooke, 10s. 9d.; Ottawa, 17s. 6d.; Kingston, 18s.; Toronto, £1 7s. 9d.; Hamilton, £1 7s. 9d.; London, £1 12s. 8d.; Winnipeg, £2 9s. 4d.; Regina, £3 16s. 1d.;

Calgary, £4 19s. 3d. ; Edmonton, £5 7s. 1d. ; Vancouver, £10 13s. 9d.* Children between 12 and 5 years of age are charged half-price ; those under 5 are conveyed free. Passengers are strongly recommended to take through tickets from Great Britain to their destinations in Canada from the steamship companies, who, by an arrangement with the railway companies, issue rail tickets as well as ocean tickets.

The Canadian Pacific Railway has a continuous line from Quebec, on the Atlantic, to Vancouver on the Pacific. Trains leaving Quebec say on Monday, arrive at Winnipeg in the afternoon of Thursday, and at Vancouver on the following Sunday. The fares from Quebec to Winnipeg and westward include the colonist sleeping cars.

**During the Passage.** As soon as the colonist gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are always displayed in several parts of the vessel. He should do his best to observe them. He will thus add not only to his own comfort, but also that of those around him. If he should have any grievance or real cause of complaint during the passage, he should at once make it known to the captain, who will naturally seek to have justice done, as well as for his own interest as for that of his ship and his employers.

The master of the ship is responsible for any neglect or bad conduct on the part of the stewards, or any of the officers, or the crew. All steamships carrying emigrants have doctors on board ; and in case of sickness any emigrant will receive medical care and medicine, with such comforts as may be considered necessary by the doctor, free of charge.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers.

**Luggage.** The attention of the colonists cannot be too particularly directed to everything about their luggage. In the first place, it is very desirable that they should not encumber themselves with unnecessary articles, as these, besides causing them a great deal of trouble, may in the end cost a great deal more than they are worth.

On the steamship bills the passenger will find stated how many cubic feet of luggage will be carried free on board. It may, however, happen that the number of cubic feet which the steamship will allow is very much heavier than the 150 pound weight allowed to each passenger on the western railways.

The railways in Canada are very liberal in dealing with emigrant luggage and will let pass anything that is not very much out of the way. On some railways, however, the luggage is weighed, and everything in excess of 150 pounds per passenger is liable to be charged for. A family or party going together may have their luggage all weighed together, and no charge will be made unless there is an excess above an aggregate of 150 pounds for each. The Canadian Pacific Railway allows 300 pounds for each adult going west of Winnipeg, but not beyond Calgary. Many heavy lumbering things sometimes carried by colonists are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The luggage and boxes or trunks of every passenger should have the name of the owner painted upon them, and in addition be labelled with his name and destination. The reason for this precaution is that if labels only are used they are sometimes washed off through the trunk being exposed to rain before embarkation or rubbed off by chafing against some other box and the identity of the piece of baggage is lost. Labels may be obtained from the steamship company. Padlocks should be avoided, as they are liable to be broken off.

All heavy luggage and boxes are stowed away in the hold, but the colonist should put in a separate and small package the things he will require for use on the voyage ; these he should keep by him and take into his berth.

Colonists sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on ship-board ; it is then perfectly safe. Upon arrival in Canada it will be passed by the Customs officers and put into what is called the

*These rates are subject to alteration from time to time, and from Halifax are higher to points east of Toronto ; to Toronto and points west they are the same from Halifax as from Quebec.

"baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece, similarly numbered, is given to the passenger to keep until his destination is reached. The railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

**What to Take.** The colonist should take with him as good a supply of strong, warm clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are generally cheaper in England than in Canada. Generally, all bedding should be taken, and the cover ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can be readily obtained on arrival.

Many of the household necessaries which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware should be left behind or sold, except in some circumstances for special reasons which the colonist will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the west.

Agricultural labourers should not bring any of their tools with them, as these can be easily got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics and artizans when they have been encouraged to come out, may of course bring their tools; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule, the tools made in Canada are lighter and better adapted to the needs of the country than those made in the old country.

**Outfits.** Young men going out to learn agriculture, or to start farming, often deem it necessary to take out most expensive outfits, in the shape of clothes, &c. This is a mistake. All that is wanted is one's old clothes, a better suit or two for leisure wear, and a good supply of summer and winter underclothing. Anything else can be procured in Canada equally well, at about the same price, and very much better adapted to the country.

**Money.** In bringing out money from the United Kingdom, it is better to get a bill of exchange or a bank letter of credit, procurable from any banker, for any large sum, as then there is no danger of its being lost. Any smaller sums are better brought in sovereigns or half-sovereigns, as far as possible, or a post office order may be obtained on the place of destination in Canada. Sovereigns and half-sovereign coins have always their absolute par value, which is fixed by law. On silver—shillings, florins, half-crowns, &c.—the immigrant will lose a trifle in exchanging them for Canadian currency.

It may be explained that the denominations of money in Canada are dollars and cents, although the denominations of pounds, shillings and pence are legal. But the system of dollars and cents, being decimal, is much more convenient than pounds, shillings and pence; and, moreover, is in use all over the continent of America. A comparison with sterling is subjoined, which will at once enable the reader to understand, in sterling, values stated in dollars and cents; and the new-arrived immigrants will have but little difficulty in mastering the system.

*Sterling into Dollars and Cents.*

| | | $ cts. |
|---|---|---|
| ½d. | sterling is | 0 01 |
| 1d. | do | 0 02 |
| 1s. | do | 0 24 |
| £1 | do | 4 86 |

*Dollars and Cents into Sterling.*

| | £ | s. | d. |
|---|---|---|---|
| 1 cent is | 0 | 0 | 0½ |
| 1 dollar is | 0 | 4 | 1½ |
| 4 dollars are | 0 | 16 | 5½ |
| 5 do | 1 | 0 | 6½ |

For small change, the halfpenny sterling is one cent and the penny sterling, two cents. For arriving roughly at the approximate value of larger figures, the pound sterling may be counted at five dollars. The sign $ is used to indicate the dollar.

# THE FIRST QUESTIONS ASKED

Q. Where shall I arrive in Canada ?

A. At Quebec between 1st May and 12th November, or at Halifax between 12th November and 1st May, or thereabouts.

Q. How shall I know what to do, or where to go when I leave the steamer?

A. You will be met by a Government official who will give you every information you desire and will advise you, if you wish to be advised. You will be taken direct to the Government Immigration Hall, where you can remain without charge until the time for your train to start. There you can buy your ticket (if you have not already done so) for any part of Canada, can change your English money into Canadian money, and can purchase any provisions you may require for your journey, at the most reasonable prices. If you are a single man you will probably prefer to buy your meals at the stations on the road as you go along, at a cost of from 10 cents (5d.) to a shilling per meal.

Q. And if I arrive in winter ?

A. You will find the same kind of accommodation and the same officials at Halifax.

Q. How do I go on to Winnipeg in Manitoba, or to the North-west Territories or British Columbia ?

A. By train, in colonist sleeping cars. These are built on the principle of a regular sleeping car, the seats of which are converted into beds at night, and there is a cooking stove at one end of the car. On the way you can buy bread, milk, and small articles at many of the stations along the road throughout the whole distance, but before starting you can obtain all detailed information as to what you can do, and what you had better do and better not do, from the Government Agents at the Immigration Hall.

Q. And when I arrive in Winnipeg, what then ?

A. Assuming that you have made no definite plan for yourself, you will find a Government Immigration Hall at the station, where you can remain a week if you choose. If you have a wife and family with you, then your best plan will be to leave them there and go out and select the land you intend to take up. Registers of unoccupied Government land are kept at the Hall, and registers, maps, &c., of railway lands for sale can be seen in the office at the station. And you can go on to Brandon, in the western part of Manitoba, or Lake Dauphin, in the northern part, and there find a Government Agent and accommodation as at Winnipeg.

Q. If I want to go on beyond Manitoba, into one of the North-west Territories, do I get any help there ?

A. Yes. At Calgary, in Southern Alberta ; at Edmonton, in Northern Alberta ; and at Prince Albert, in Saskatchewan, there are similar Government institutions. At all these places there are lists of lands available for settlement, and registers for those wanting to hire men for their farms and for those who want to find work on farms.

Q. If I find land I like elsewhere than at one of these places, have I got to go back there to register ?

A. No. There are land registration offices at Winnipeg, Brandon, Minnedosa, Lake Dauphin, in Manitoba ; at Alameda, Regina, Yorkton, Prince Albert, Battleford, Edmonton, Calgary and Lethbridge, in the North-west Territories ; and at Kamloops and New Westminster, in British Columbia, besides in that province wherever the Provincial Government have their offices. At all these places there are shops where anything an intending settler requires can be purchased.

CAUTION.—A newly-arrived person should remember that while the Government makes every effort to further him on his way in safety, it cannot protect him against the consequences of foolish conduct on his own part. If he prefers taking the advice of strangers to that of officials whose only desire is to help him, he will have no one to blame but himself if he finds he has made a mistake. If he has money dealings of any kind with chance acquaintances, he may or he may not have to pay for his experience, and at certain times he will find himself approached by apparently disinterested people who will advise him not to settle in Canada, but to go to the States. These men are American agents who are paid by one organization or another to catch unwary immigrants. They should be told politely but firmly that their advice and information is not required.

Charlottetown, P.E.I.

# PROVINCE OF PRINCE EDWARD ISLAND

PRINCE EDWARD ISLAND, the smallest of the provinces of the Dominion of Canada, is situated in the southern part of the Gulf of St. Lawrence, and is separated from Nova Scotia and New Brunswick by the Northumberland Straits, which varies from nine to thirty miles in width. In shape it takes the form of an irregular crescent, concaved towards the north, measuring in length 150 miles, and, being deeply indented at many points by large bays and inlets, varies in width from four to thirty miles. It contains an area of 2,000 square miles, equal to 1,280,000 acres, and its population at the last census (1891) was 109,078.

**Scenery.** Seen from the water, the appearance of Prince Edward Island is exceedingly prepossessing. On approaching the coast the country affords a charming picture of cultivation and well wooded land, with villages and cleared farms dotted along the shores and by the sides of the bays and rivers. The island is, generally speaking, level, but rises here and there to an elevation never exceeding 500 feet above the sea. The scenery very much resembles that of England; and flourishing homesteads are to be found thickly scattered in every part of the island.

**Communication.** Communication with the mainland is maintained during the period of ordinary navigation by a line of steamers connecting daily with ports in Nova Scotia and New Brunswick, and thus with the various railway systems of Canada and the United States. Freight and passenger steamers connect weekly with Quebec and Montreal to the north, and with Halifax and Boston to the south. The island has also over 200 miles of railway in operation.

Ordinary navigation generally closes about the middle of December, and reopens about the middle of April. Between these months communication is carried on with the mainland by a steamer specially constructed for winter navigation. This service is supplemented by boats which cross to New Brunswick at the nearest points, a distance of nine miles.

Queen's Square, Charlottetown.

**Climate.**

The climate of Prince Edward Island is remarkably healthy. The cold is certainly more severe and lasts for a longer period than in England, but the atmosphere is salubrious, and the summer is of such brightness and beauty as to compensate amply for winter. The weather generally becomes unsteady in the early part of November and sometimes sharp frosts, with flurries of snow, take place about the middle of the month, the frost gradually increasing until the ground resists the plough, which is ordinarily about the second week in December. The cold then increases rapidly, and the ground is covered with snow. During the months of January and February the weather is usually steady, with the thermometer occasionally from 10 to 15 degrees below zero, Fahrenheit. March, as in England, is a windy month, and is throughout very changeable. During the latter part of this month the snow rapidly melts, and the ice becomes rotten and dangerous for travel, and wholly disappears about the middle of April. Strong southerly winds then set in, and the last vestiges of frost speedily vanish. The spring is short, and in the beginning of June the summer bursts forth, and from this time till the end of September the climate resembles that of the southern coast of England. The thermometer, however, during calm weather indicates a greater degree of heat, but the sea breeze seldom fails to lower the temperature, so that little inconvenience thence arises. About the middle of September the autumn commences.

**Cities and Towns.**

Charlottetown, the seat of Government, is pleasantly situated upon a point of rising ground at the confluence of the York, Elliott and Hillsborough Rivers. It contains 11,374 inhabitants, and is well laid out with wide streets, which intersect at right angles. Its affairs are managed by a corporation, consisting of a mayor and eight councillors. The harbour is large, deep, and well sheltered, and is said by Admiral Bayfield (a standard authority) to be in every respect one of the finest harbours in the world. It is the principal port of shipment.

**Soil and Crops.**

Prince Edward Island is noted for the fertility of its soil, and it may confidently be asserted that, with the exception of a few bogs and swamps composed of a soft, spongy turf, or a deep layer of wet black mould, the whole island consists of highly valuable cultivable land. The soil, which is well watered with numerous springs and rivers, is formed for the most part of a rich layer of vegetable matter above a bright loam, resting upon a stiff clay and sandstone; the land, in its natural state, being covered with timber and shrubs of every variety. All kinds of grain and vegetables grown in England ripen here in great perfection. The principal crops raised are wheat, oats, barley, potatoes and turnips, of which

Outside Charlottetown, P.E.I.

oats and potatoes are exported in immense quantities. The island grows very good wheat, and probably better oats than most other parts of the Dominion. Of the former, the crops are from 18 to 30 bushels, and the latter 25 to 70 bushels per acre. Barley, too, makes a very nice crop. The island is noted for its large crops of excellent potatoes, which not uncommonly reach 250 bushels an acre of fine, handsome tubers. Swedish turnips make a fine crop, not uncommonly reaching 750 bushels per acre of sound and solid bulbs.

In addition to the natural fertility of the soil, the facility for obtaining manure may be set down as a particular advantage. In most of the bays and rivers are found extensive deposits of mussel-mud, formed by decayed oysters, clam and mussel-shells. The deposits vary from five to twenty feet in depth, and their surface is often several feet below low-water level. Machines placed upon the ice and worked by horse-power are used for raising this manure. Procured in this way, in large quantities, and possessing great fertilizing qualities, it has vastly improved the agricultural status of the island.

**Live Stock.** Of late years very considerable improvements have been made in raising farm stock. The horses of the island enjoy a high reputation, much attention having been bestowed upon their breeding. In recent exhibitions, open to the whole Dominion, held in Montreal and Halifax, a large share of the honours and prizes for the horses was awarded to this province. For sheep, also, it is specially suited, the mutton being of a very fine flavour. Swine are also kept in large numbers, Island pork being well and favourably known in Dominion and American markets. The Provincial Government maintains a stock farm, on which pure-bred stock is raised and distributed through the country.

**Fisheries.** Prince Edward Island is, without doubt, the best fishing station in the Gulf of St. Lawrence, but the habits and feelings of the inhabitants are so decidedly agricultural that the fisheries have not received from them the attention which they deserve. They consist chiefly of mackerel, lobsters, herring, cod, hake and oysters, while salmon, bass, shad, halibut and trout are caught in limited quantities. In the year 1895 the whole of the products of the fisheries was $976,836, which includes mackerel valued at $98,993; herring, $185,352; lobsters, $372,041; cod, $77,547; smelts, $28,391; hake, $27,686. The present annual value of the oyster fishery is $101,852, and this most valuable industry is capable of vast development.

**Coal.** But little has been attempted towards developing the coal of the island. Its proximity to the extensive coal fields of Nova Scotia and Cape Breton, and the depth at which the deposits exist, render mining unprofitable, for the present at least.

**Manufactures.** The manufactures of Prince Edward Island are limited, but have rapidly developed of late. They consist of butter, cheese, starch and soap factories, tanneries, grist, saw and woollen mills, factories for canning and preserving meat and fish, carriage factories, &c. By the census of 1891 the figures of island industries were as follows:—

| | |
|---|---|
| Capital invested | $2,911,963 |
| Number of hands employed | 7,910 |
| Yearly wages, about | 1,101,620 |
| Value of products | 4,345,910 |

Compared with the census of 1881, these figures show an increase of ten years of nearly 40 per cent in capital invested, 38 per cent in hands employed, and 27 per cent in value of products.

**Dairy Farming.** Since 1891, there has been considerable development of the dairying industry in the province. In 1892 one experimental dairy station for the manufacture of cheese was started under the supervision of the Dominion Dairy Commissioner. During the three following years several other factories were put in operation on the co-operative principle, each company owning the building and plant which it used. The progress made is evidenced by the fact that in 1896 twenty-eight cheese factories and two butter factories were in operation during the summer, and four butter factories with five cream-separating stations tributary to them, were in operation during the winter.

**Land Regulations.** For many years what was known as the "Land Question" was a fruitful source of discontent. Now, happily, it is possible to write of this beautiful island with

merely a passing reference to this grievance, and to say that it no longer exists. Absentee proprietorship has been abolished, and the Local Government, which purchased the interests of the landlords in 1875, has taken their place, not, however, for the purpose of exacting the annual rent from the tenants, but with the object of making them owners of the soil which they have redeemed from the wilderness. Of this immense advantage by far the greater majority of the tenants have availed themselves to such an extent, indeed, that at the close of 1888 only 100,479 acres remained unsold of the 843,981 acquired by the Government, and of this quantity only about 55,000 acres represent land held by parties who had not yet purchased. The remaining 45,000 acres may be set down as the available uncultivated and vacant Government lands. These consist of forest lands of medium quality, the very best having, of course, been taken up by the tenants in the first instance, and their price averages about one dollar per acre. Parties desiring to settle upon them are allowed ten years to pay for their holdings, the purchase-money to bear interest at five per cent and to be payable in ten annual instalments.

**Improved Farms.**

Although there is apparently little room for new settlers, yet Prince Edward Island is a desirable field for a certain class of emigrants who, in search of a ready-made farm, where they may have the social comforts of life within their reach, are prepared to pay a higher price rather than go westward. Such farms can be obtained in the island, and various circumstances have contributed to place them in the market. The price of such land varies much according to its quality, situation and buildings; but with good buildings, a farm of 100 acres can be obtained for $20 to $35 (£4 to £7) an acre. Facilities for travel and transportation are excellent, the roads are good, and few farmers are as much as six miles from a shipping place for their surplus produce. All the necessaries of life can be had at very low rates. Labour-saving machines of the most approved kind can be purchased or hired without any difficulty, the competition in this branch being very keen.

Putting up Hay.

Halifax.

# PROVINCE OF NOVA SCOTIA

THE province of Nova Scotia, in the Dominion of Canada, is situated between 43° and 47° north latitude and 60° and 70° west longitude. Nova Scotia proper is connected with the province of New Brunswick by an isthmus about 14 miles wide. Its area is about 300 miles in length by 80 to 100 miles in width. The island of Cape Breton, which is a part of the province, and contains four counties, is separated from the mainland, or peninsula, by a narrow channel called the Strait of Canso. The province contains something over thirteen millions of acres, of which nearly one-fifth part consists of lakes and streams. Five or six million acres of land are fit for tillage; the remainder, which is chiefly a belt of the seacoast, is rocky and barren. From the appearance of the coast, no idea could be formed of the beauty and fertility of the interior. The coast is indented with numerous excellent harbours, most of which are easy of access, safe and commodious.

**Position and Area.**

The climate of Nova Scotia is well suited to Europeans. It is not generally known outside the province that the temperature is more equable than in any other part of the Dominion. The extreme of cold which is experienced in winter in other parts of America is not known here, owing, perhaps, to the fact that the province is almost completely surrounded by the sea, and that the Gulf Stream sweeps along within a few miles of its southern shore; and, further, that the province is protected from the chilly north winds by an almost continuous belt of mountains, or very high hills, stretching along its northern side. The climate varies, however, in different parts of the province. In the Annapolis Valley the spring opens about two or three weeks earlier in the year than in the city of Halifax, which is near the Atlantic, and the weather is generally drier, clearer and more exempt from fog. The mountain range at the north side of the valley, which skirts the shore of the Bay of Fundy, is high enough to prevent the sea fog from coming over—thus, while it is

**Climate.**

sometimes damp and disagreeable on the north side of the range, which faces the bay, in the valley, only three or four miles away, it is delightfully warm and bright. In Halifax and the eastern counties the mercury seldom rises in summer above 86° in the shade, and in the winter it is not often down to zero. In the interior, say in the Annapolis Valley, the winter is about the same, but the summer is warmer, although owing to the dryness of the atmosphere, the heat is not oppressive. The climate is extremely healthy; there is probably none more so in the world. The health returns from British military stations place this province in the first class. Nova Scotia has fewer medical men in proportion to the population, and requires their services less than probably any other part of America. No person is allowed to practice medicine or surgery unless he has obtained a diploma from some university, college or incorporated school of medicine, or has passed a successful examination before the provincial medical board. The fees of physicians are moderate.

**Fertility of Soil.**

The fertility of the soil in many of the agricultural districts is very great, and is evidenced by the fact that, in quantity and quality, the production of the farms, even under a careless system of cultivation, is equal, and in some cases, superior to those of Great Britain; for instance, the orchards in the Annapolis Valley, particularly, produce larger and finer apples than are grown in any other part of the continent. The grain and root crops are excellent, the average production of which, in the western counties is, as nearly as it is possible to estimate it, as follows:—

| | | | |
|---|---|---|---|
| Wheat | per acre | 18 | bushels. |
| Rye | do | 21 | do |
| Barley | do | 35 | do |
| Oats | do | 34 | do |
| Buckwheat | do | 33 | do |
| Indian Corn (maize) | do | 42 | do |
| Turnips | do | 420 | do |
| Potatoes | do | 250 | do |
| Mangel-wurzel | do | 500 | do |
| Beans | do | 22 | do |
| Hay | do | 2 | tons. |

The foregoing is a general average of the crops in three counties; but there are many farms which, being highly cultivated, produce astonishing crops. A farmer in one season, in King's County, raised on a little less than one acre of land, four hundred and three bushels of potatoes; and in Annapolis County, sixty bushels of shelled Indian corn (maize) have been raised on an acre. Five and one-half tons of hay have been taken off an acre of land in one season.

**Live Stock and Dairy Farming.**

This might be more extensively and profitably prosecuted in this province. Of course, every farmer raises stock; but most of it is raised to supply the markets with butcher's meat. Until recently, not nearly so much attention was paid to the making of butter and cheese as to raising cattle for the slaughter-house. In some counties, however, cheese and butter are made in considerable quantity, both for home consumption and for export. Cheese factories have been established in some of the eastern counties and Cape Breton, and a butter and cheese manufactory in the County of Cumberland. There is a condensed milk factory at Truro, in the County of Colchester. Special instruction is given in the making of butter at the Provincial School of Agriculture. Farms along the line of the Intercolonial Railway supply the city of Halifax with a great deal of milk. A great deal of the profit of every farm arises from the sale of fat cattle. There is plenty of first-rate pasturage in every county, and almost the only expense of raising stock is that of the winter feed, and as that consists chiefly of hay, at a cost or market value of from 25s. to 40s. per ton, according to locality or season, it will easily be perceived that the business is profitable. There is much land suitable for sheep-raising in every county, and even among the wild lands there are tracts of pasture that might be made capable of maintaining large flocks at very little expense. In the south-western part of the province, sheep are pastured along the shores and on the islands most of the winter, and in some places through the whole year. The sheep find nourishment in sea-weed when the land pasture happens to be poor.

**Fruit Growing.**

For all the fruits of the temperate zone the soil and climate of Nova Scotia are favourable. Fruit-raising at present is confined chiefly to three counties, viz., Annapolis, Hants and King's, out of eighteen

comprising the province. Apple-growing has received most attention heretofore, and the crop reaches some 300,000 barrels from the districts referred to, a large part of which is exported. The excellent flavour and the keeping qualities of Nova Scotian apples have won for them a high position in the markets of Europe and the United States, and there is legitimate room for a large extension of the present area devoted to that fruit. Peaches (at present only a garden crop), plums, cherries, strawberries, raspberries and tomatoes give large yields, with little attention; and in addition to the large demands for local consumption, considerable quantities are supplied regularly to New York, Boston and other towns on the American seaboard. Fruit-growing in Nova Scotia, as a rule, is conducted in conjunction with mixed farming, the orchard—generally one to five acres in extent—being attached to farms of from 100 to 200 acres. There are always desirable farm properties of this class for sale at from £200 to £1,000, particularly in counties that border the Bay of Fundy, so that persons of moderate means are able to find suitable openings.

Indian Berry Pickers.

**Fisheries.**

The fisheries have long been celebrated. No country in the world can exceed Nova Scotia in variety of delicious fish, and its inexhaustible quantity. The total value of the fisheries of this province for the year 1895, the latest of which we have statistics, was over $6,213,131, or about a million and a half pounds sterling. There are cod, haddock, mackerel, herring, alewives, pollack, hake, halibut, eels, shad, salmon, trout, grayling, perch, smelt, &c.

There is a splendid supply of shell fish, viz., oysters, scallops, clams, quahaugs, mussels, &c.; the rivers and lakes afford salmon, grayling and trout; and there is no lack of the disciples of Isaac Walton, from the

youngster of ten years of age to the gray-headed sportsman of seventy, who may be seen all through the season wending their way, with rod, landing net and basket, to the favourite haunts of the salmon or speckled trout.

**The Forest.** Nova Scotia contains large tracts of woodland, which produce timber for shipbuilding and for manufacturing into lumber for exportation. Large quantities of pine, spruce, hemlock, hardwood, deals, scantling, staves, &c., are annually shipped from the different ports in the province to the West Indies, United States, Europe, &c. It also supplies the ports of Massachusetts with thousands of cords of firewood. Oak, elm, maple, beech, birch, ash, larch, poplar, spruce, pine, hemlock, fir, &c., all grow to a large size. Rock maple, black birch, beech and other hardwoods make excellent fuel ; but it seems a pity that in a country where coal is so abundant so many and such valuable trees should be used for fuel. In the forests may also be found numerous small trees and shrubs, which are valuable for medicinal and other purposes, among which are wild cherry, sumac, mountain ash, sarsaparilla, elder, hazel, bay, &c. Wild flowers are in great profusion. The trailing arbutus, which blooms in April and May, cannot be surpassed in delicate beauty and fragrance.

**Minerals.** The mineral resources of Nova Scotia are very valuable, and it is one of the few countries which have workable deposits of coal, iron and gold side by side. In Cape Breton, Pictou and Cumberland counties are extensive deposits of bituminous coal, similar to the deposits of the north of England, which are worked by several companies. The coal trade is steadily growing, and the iron ore deposits of the province, although very extensive, are worked only at Londonderry, Torbrook, Springhill and the Pictou Charcoal Iron Company, where iron of excellent quality is made. The gold fields of Nova Scotia, although extensive and valuable, have hitherto been worked only on a small scale, but more attention is now devoted to them, and their development will form an important industry. Large deposits of gypsum abound, and about 146,000 short tons are annually extracted. Among other minerals that are worked to some extent may be mentioned manganese, antimony, barytes, grindstones, &c. ; deposits of copper, lead and graphite are also known. The quarries of Nova Scotia furnish excellent granites, syenite, serpentine, marble and freestone. As may be inferred from the preceding remarks, the province is rich in those minerals which interest the mineralogist, and frequently prove useful for industrial purposes. The total value of the mineral productions of the province for the year 1896 may be estimated at about three and a half million of dollars.

**Tenure of Mineral Lands.** The grants of land to the early settlers in this province contained no systematic reservation of minerals. In some instances, gold, silver and precious stones only were reserved ; in other cases the gold, silver, iron, copper, lead, &c., were retained for a source of revenue to the Crown. In this connection the rates of royalties paid are :

On the gross amount of gold obtained by amalgamation or otherwise in the mill of a licensed mill-owner, a royalty of two per cent.

On coal, ten cents on every ton of two thousand two hundred and forty pounds of coal sold or removed from the mine.

On copper, four cents per unit.

On lead, two cents per unit.

On iron, five cents on every ton of two thousand two hundred and forty pounds of ore sold or smelted.

Tin and precious stones, five per cent of their value.

The Act of Settlement releases to the owner of the soil all gypsum, limestone, fireclay, barytes, manganese, antimony, &c., and any of the reserved minerals whenever the reservation is not specified in the original grants.

**Land Regulations.** There are now in Nova Scotia nearly 1,814,134 acres of ungranted lands, a considerable quantity of which is barren and almost totally unfit for cultivation. There is still some good unsold Crown land in the province, but it is nearly all remote from settlements, churches and schools. The price of Crown lands is $40 (£8 stg.) per 100 acres.

**Manufactures.** Although Nova Scotia is perhaps better adapted for a manufacturing country than any other part of America, owing to an unlimited command of water power, and its inexhaustible supplies of coal and iron, there are few manufactures in comparison with what, considering the facilities, there might be ; or what may in the near future be expected.

**Shipping and Trade.** Nova Scotia owns more shipping in proportion to population than any other country, and her vessels do a considerable proportion of the carrying trade of the world. They may be found in every port of the habitable globe, loading and discharging cargoes. The exports consist of fish, coal and other mineral substances, lumber and general products ; and the imports, of West India produce, British and American manufactures, tea, &c., from China and the East Indies, and hemp from Russia.

**Railways.** There are now 916 miles of railroad in operation. Passengers can go south-west from Halifax to Yarmouth (217 miles). From Halifax there is a railway (the Intercolonial) to the borders of New Brunswick (142 miles), with a branch from Truro eastward to the Straits of Canso (123 miles), and a line is constructed from there through Cape Breton to Sydney. There is also a branch from Springhill to Parrsboro', about 34 miles. A line is also completed from Middleton, in the county of Annapolis, to Lunenburg (74 miles) ; another from Oxford, in the county of Cumberland, to Pictou (69 miles), besides a number of shorter lines in different parts of the province ; other lines are projected. Nearly all parts of the province are thus in direct communication by rail with the metropolis, and also with other provinces of the Dominion and with the United States. The province is connected with Europe by lines of excellent steamships. There are also a line of steamers to Newfoundland, two to Boston, one to New York and one to Baltimore.

**Population.** The estimated population of the province is 455,647, consisting of English, Scotch, Irish, German, French and native-born inhabitants, a few thousand coloured people, and about two thousand Indians. The latter supply the markets with baskets and other small articles of woodenware, by the sale of which and by hunting they earn a livelihood and supply their wants. They live in tents and wigwams in the forest, on lands of their own, granted to them by the Government, and termed Indian reserves.

A Farm in Sussex, N. B.

Entrance to Harbour, St. John, N.B.

# PROVINCE OF NEW BRUNSWICK

IN none of the provinces of Canada can a man whose means are small settle with a better prospect of rising by his own industry to a condition of independence than in New Brunswick.

**Climate.**

If the climate of a country is to be judged by its effects on animal life, then the climate of New Brunswick may be pronounced one of the best in the world. Nowhere do men and women grow to finer proportion than in New Brunswick; nowhere does the human frame attain to greater perfection and vigour, or is human life extended to a longer term. This is shown by the statistics of mortality and by the records of the British Army, which show that the death rate is lower in New Brunswick and Nova Scotia than in almost any other country garrisoned by British soldiers. As it is with men and women, so also is it with domestic animals in Canada. Horses, cattle and live stock of all kinds, imported from Great Britain, not only maintain their excellence, but improve in the Canadian climate; and so much is this the case that many cattle bred in Canada, of the best strains of blood, have been sent to England and the United States, commanding there very large prices for breeding purposes.

In this matter of climate, however, it is important that the colonist who intends to go to New Brunswick should not be in any sense deceived. The climate of New Brunswick is radically and essentially different from that of Great Britain in two respects; the air is much drier, and the range of the thermometer is greater. Yet it is remarkable that people from Great Britain feel the cold less than at home. There is a considerable difference between the climate of the coast of the Bay of Fundy and that of the interior, the former being milder and less subject to extremes of heat and cold.

**Crops.**

New Brunswick produces every kind of grain and root crop produced in England, as well as some that will not come to maturity in the climate of the latter country.

All who have given the subject proper attention agree in stating that New Brunswick is particularly well adapted for a system of varied husbandry, combined with cattle-raising and feeding. The pastures are excellent, and the abundant crop of roots affords the means of preparing beef and mutton of good quality for the provincial or English markets. That this can be done with profit has been demonstrated beyond a doubt.

A good deal of attention has been given of late to dairying, with the best results. Trial shipments of butter and cheese have been made to Great Britain, and the highest prices obtained, and when competition was tried at some of the great exhibitions, the highest awards were won.

The position of the maritime provinces on the Atlantic seaboard, and their proximity to Great Britain, give them special advantages for the transport of their products to that market.

All garden vegetables, such as cabbage, cauliflower, beet, celery, lettuce, cucumbers, onions, tomatoes, pumpkins and squash, grow to the greatest perfection. At the Provincial Exhibitions, cucumbers 29 inches long, and squash weighing 158 pounds, have been shown.

The fruits of New Brunswick are apples, pears, plums, cherries, gooseberries, strawberries, raspberries, blueberries and blackberries. Wild grapes grow on all the islands of the St. John River, and butternuts and hazel-nuts are abundant in a wild state.

**Live Stock.** A great deal of attention has been paid of late years, both by the Government and by private breeders, to the improvement of the live stock of the province; and although there is still great room for improvement, the stock of the best New Brunswick farmers will compare favourably with that of other countries. The Federal Government has established an Experimental Farm on the borders of New Brunswick and Nova Scotia, in connection with the general system of Experimental Farms for the whole Dominion. Although sufficient time has not elapsed since the farm was established to give definite returns, enough evidence has been obtained to prove that all kinds of vegetables, grain, pulse, &c., are above the average, both in yield and quality.

The introduction of improved breeds has led to the raising of large numbers of cattle for the English markets, a business which is now conducted on an extensive scale by the farmers of Albert and Westmoreland. Some of the establishments in these counties stall-feed as many as 200 or 300 head in a winter; and large aggregate numbers are exported.

**How to obtain a Farm.** The farmers of New Brunswick are almost without exception the owners of the farms they cultivate. If a man rents a farm he only does so for a short period, and for the purpose of employing his time until he can do better. Every man can become a land-owner if he wishes, and therefore, the relations of landlord and tenant, so far as they apply to farmers, are almost unknown.

All men who wish to emigrate do not, however, possess enough money to buy a farm, or even to stock it if it were bought. To such the Labour Act passed by the New Brunswick Legislature offers an easy way for them to become land-owners, and in the end farmers, perhaps of independent means.

Ten years ago the free grant system of settlement was introduced, and it was found a great success. There are now about fifty free grant settlements in the province, settled by thousands of industrious men who had no means of purchasing farms, but who will soon be in prosperous circumstances. The aggregate value of the improvements in those settlements which have been carved out of the forest within the past ten years is probably not less than one million dollars. Land is not now given under the Free Grants Act, but the provisions of the Labour Act virtually give a free grant, as work done on the roads in payment for the land is done near the applicant's own lot, and is greatly to his benefit.

**Land Regulations.** Crown lands may be acquired as follows:—

(1.) One hundred acres are given to any settler over 18 years of age who pays £4 in cash, or who does work on the public roads, &c., equal to £2 per annum for three years. Within two years a house, 16 feet by 20 feet must be built and two acres of land cleared. Continuous residence for three years from date of entry, and 10 acres cultivated in that time are required.

(2.) Single applications may be made for not more than 200 acres of Crown lands without conditions of settlement. These are put up to public auction at an upset price of 4s. 2d. per acre. Purchase money to be paid at once. Cost of survey to be paid by purchaser.

**The Forests and the Wood Trade.** Next to agriculture, the industry which, in New Brunswick, employs the largest number of men and yields the largest returns, is the lumber trade. The whole of the province was originally covered with magnificent forests, and these forests are still a great source of wealth, their products forming by far the largest item in the exports of the province. This will be seen by the following statement of the exports of New Brunswick for 1896 :—

| | | |
|---|---|---|
| Produce of the | Mine | $ 101,360 |
| do | Fisheries | 798,270 |
| do | Forest | 5,543,612 |
| Animals and their produce | | 579,531 |
| Agricultural products | | 391,679 |
| Manufactures | | 433,745 |
| Miscellaneous articles | | 7,151 |
| | | $7,855,348 |

**Granted and Ungranted Lands.** It is estimated that the province contains 17,894,400 acres, of which 10,000,000 acres have been granted and located, and 7,894,400 acres are still vacant.

**Manufactures.** New Brunswick, owing to its cheap coal and proximity to the markets of the world, has many advantages as a manufacturing country. It is now the seat of a number of extensive manufacturing industries, to which additions are constantly made, as the field for manufactured products becomes wider. There are five large cotton mills in the province—two in St. John, one at St. Stephen, one at Marysville and another at Moncton. These mills make cotton cloth and cotton yarn of all kinds, and give employment to about thirteen hundred persons. There are three large woollen mills in the province, one at St. John, one at Moncton, and one at Port Elgin, which manufacture homespuns, tweeds, flannels, dress goods, &c. There are a number of smaller cotton and woollen mills in the various parts of the province.

**The Fisheries.** The fisheries of New Brunswick are very valuable, and employ a large number of men. According to the returns of 1895, the number of vessels engaged in the New Brunswick fisheries was 238, and boats 5,429, giving employment to 10,389 men. The fishery products for 1895 were valued at $4,403,158, and stand second among the provinces of the Dominion. The kinds of fish caught are cod, haddock, hake, pollack, herring, alewives, mackerel, halibut, salmon, shad, sardines, smelt, sturgeon, eels, trout, lobsters and oysters, most of which are identical with the same species in Europe. The oysters found on the north coast of the province are of a very fine quality. All the waters which wash the shores of the province abound with fish, and the great rivers are the natural home of the salmon and trout. There is no country in the world which offers such unrivalled opportunities for the angler as New Brunswick. Every river, brook and lake abounds with fish.

**Minerals.** There are indications of mineral wealth throughout the province, and a number of mines have been successfully worked.

The following is the official statement of the products of the mines exported from New Brunswick in 1896 :—

| | |
|---|---|
| Asbestos | $ 8,581 |
| Coal | 15,268 |
| Crude gypsum | 71,441 |
| Manganese | 3 |
| Plumbago | 8 |
| Unwrought stone and other articles | 6,059 |

**Sport.** There is plenty of sport in this province. The Indians (consisting of the Micmac and Amelecite tribes —the former inhabiting the coast and the latter the interior) are very inoffensive, and make useful guides in hunting and fishing expeditions.

Timber Cove near Quebec.

Quebec, from Point Levis.

# PROVINCE OF QUEBEC

THE province of Quebec has an area of 228,900* square miles. The soil of a certain portion of this immense area is exceedingly fertile, and capable of high cultivation. The cereals, grasses, root crops, and many of the fruits of the temperate zone, grow in abundance and to perfection. In the southern part of the province Indian corn is a large crop, and fully ripens. Tomatoes grow in profusion and ripen, as do also many varieties of grape. Quebec has vast tracts of forest land, and a very large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, galena, felspar, limestone, asbestos and mica, and has also immense deposits of phosphates of lime, but it has no coal. Petroleum has been found lately in paying quantities, in the county of Gaspé. The province has large deposits of valuable peat. Its fisheries are among the most valuable in Canada.

**Extent and General Capabilities.**

The inhabitants of the British islands and France will find themselves at home in the province of Quebec, the English and French languages being both spoken.

This province was originally settled by the French. Among the first English settlers who fixed their homes in Quebec were the United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. As a recognition of their allegiance the British Government gave them large tracts of land in the Eastern Townships in Quebec.

**River St. Lawrence.**

The great River St. Lawrence, which forms so remarkable a feature of the continent of North America, runs through this province from the head of present ocean navigation to the Gulf of St. Lawrence, and gives to the province of Quebec a commercial position of command-

*By an Order in Council of July 8th, 1890, the area of the province of Quebec was extended and is how computed to be 347,350 square miles.

ing importance, not only in relation to the province of Ontario and the North-west of Canada, but also to a large portion of the adjoining United States. This great river, apart from its commanding commercial importance, is also remarkable for great natural beauty at every point of its course. Its waters are evrywhere clear and generally blue, being in this respect the opposite of the muddy waters of the Mississippi ; and many of its affluents would be estimated great rivers on the continent of Europe. It is worth a trip to Canada to sail up the St. Lawrence.

Montreal (240,000) is the chief city of Canada, the commercial metropolis, and the principal port of entry. It is built upon a series of terraces, and is over four miles long by two broad, and has a magnificent background in Mount Royal, which rises about 700 feet above the river level. The hotels, public buildings and quays are large and handsome. The city is the centre of the great railway system of Canada, and is the most important manufacturing district in the Dominion, having large and varied industries, which give employment to many thousand artisans.

Quebec (70,000), the most historic city of Canada, is the seat of the Provincial Government, and presents many features of great interest, its surroundings including probably some of the most beautiful scenery in the world. The harbours, quays and graving dock are of great importance. It has rail and water communication with every part of Canada, and passengers from the ocean steamers generally land there in the summer season.

**Climate.**

The winters in Quebec are cold and the summers somewhat similar to those in France—this province having the summer suns of France, being in the same latitude. But very exaggerated notions prevail abroad as to the severity of the winters in the province of Quebec. There is decided cold ; but the air is generally dry and brilliant, and the cold, therefore, not felt to be unpleasant. Snow always covers the ground during the winter months. It packs under foot, and makes everywhere winter roads, over which heavy loads can be drawn in sleighs with the greatest ease. These roads, for the purpose of teaming, are probably the best in the world, and they are available in the newest and roughest parts of the country before the regular summer roads are made. The snow which lasts generally commences in December and goes away in April.

The snow covering is most advantageous for agricultural operations, as is also the winter frost. Both leave the ground in a favourable state, after its winter rest, for rapid vegetable growth.

The climate of Quebec is one of the healthiest under the sun, as well as the most pleasant to live in. Fever and ague, though scourges of the south-western States, are unknown here. There is no malaria, every climatic influence being healthy and pure.

**Soil and Products.**

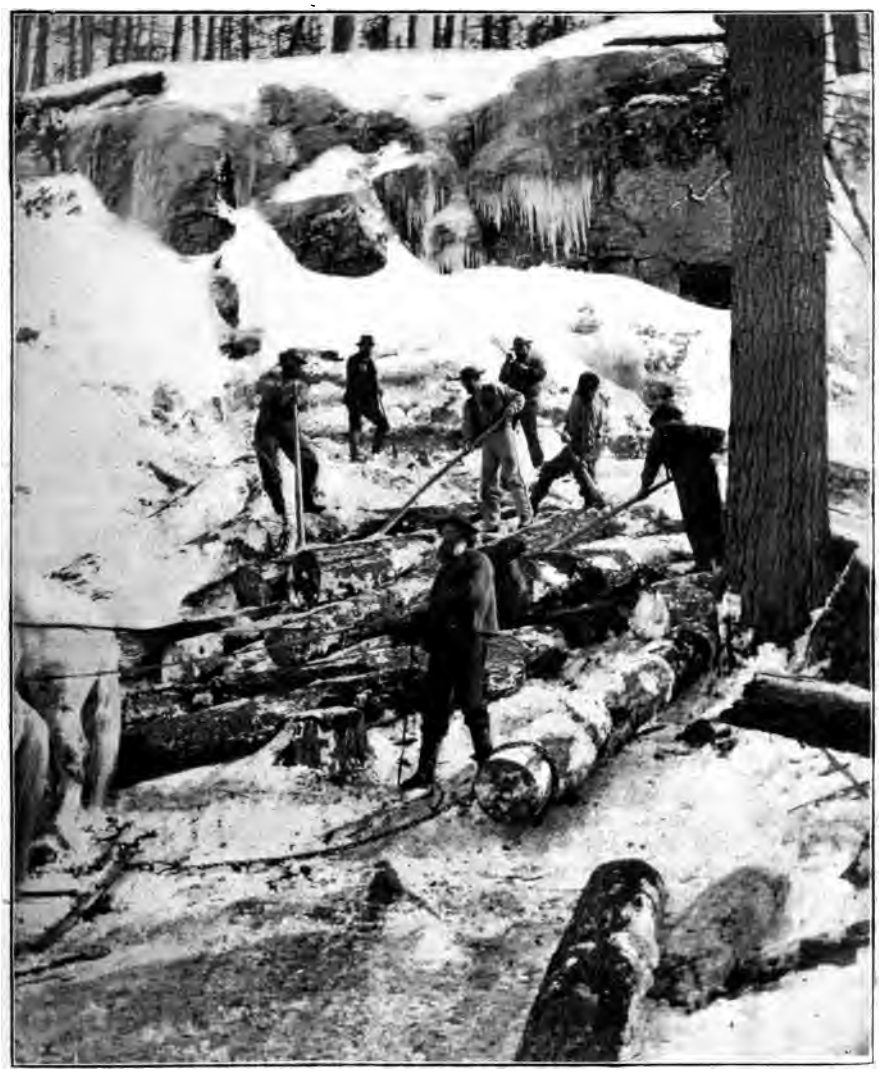
The soil of the province is found to be for the most part extremely rich, and susceptible of the highest cultivation. It is adapted to the growth of very varied products. The cereals, hay, root crops and grain crops grow everywhere in abundance where they are cultivated. Spring wheat gives an average of about eighteen bushels to the acre. Cattle-breeding on a large scale is carried on, and for some years past cattle have been exported in large quantities from this province to the English market. For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships and north of the St. Lawrence.

Indian corn, hemp, flax and tobacco are grown in many parts of the province and yield large crops.

Parts of the province of Quebec are especially favourable for the growth of apples and plums. Large quantities of the former are exported, and some of the varieties which are peculiar to this province cannot be excelled, and they have specialties which perhaps cannot be equalled. The small fruits everywhere grow in profusion, and grapes, as elsewhere stated, ripen in the open air in the southern and western parts of the province. They are now beginning to be largely grown.

**Population and Industries.**

The population of the province of Quebec was 1,488,535 by the census of 1891. Agriculture is the chief occupation of the population at present, but manufactures, fishing in its great waters, and commerce, occupy the



Lumbering in the Winter.

labours of a considerable part of its inhabitants, as do also lumbering, mining and shipbuilding.

The most important trade in Quebec is the lumbering industry, and this affords, in many parts, a ready market for the farmer, and in the winter season employment for himself and his horses.

The extension of railways has been very rapid in the province of Quebec since Confederation; and these have led to a very great development of wealth. Many large manufactories have also been recently established.

The province has yet much room for men and women, and for capital to develop its vast resources.

The principal articles manufactured in this province are cloth, linen, furniture, leather, sawn timber, flax, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, cheese, &c., and all kinds of agricultural implements. There were 2,274 cheese and butter factories, according to the statistics of 1895.

The statistics of manufacturing in the province of Quebec, according to the census of 1891, are:

| | |
|---|---|
| Capital invested | $118,291,115 |
| Number of employees | 117,389 |
| Wages paid | $ 30,699,115 |
| Value of products | $153,195,583 |

**Means of Communication.** The great River St. Lawrence, from the earliest period of settlement has afforded the chief means of communication, but the province has other large navigable rivers, among which may be mentioned the Ottawa, which divides it from the province of Ontario, and also in its turn has affluents of very considerable length; the Richelieu, with its locks, affords communication with the Hudson, in the State of New York; the St. Maurice is navigable for a considerable distance; and the Saguenay is one of the most remarkable rivers on the continent, or, in fact, in the world, and thousands visit it yearly to view its scenery. There are other rivers of less importance. It has already been stated that the extension of railroads has been very rapid, and these, in fact, now connect all the considerable centres of population both on the north and south shores of the St. Lawrence. The wild lands are opened up by colonization roads, and besides the regular macadamized roads there are roads everywhere throughout the province.

**Fisheries and Minerals.** It has been already stated that the province of Quebec is rich in minerals. Gold is found in the district of Beauce and elsewhere. Copper abounds in the Eastern Townships, and iron is found in many places. Some very rich iron mines are being worked, notably by the Canada Iron Furnace Company (Limited), employing 750 men. Lead, silver, platinum, asbestos, &c., are found in abundance. Asbestos is found in great quantities, especially in the counties of Megantic, Arthabaska, Beauce, Brome, Ottawa, Richmond and Wolfe. The great deposits of phosphate of lime, particularly in the Ottawa Valley, have been elsewhere alluded to. These mines have been extensively worked, and large quantities of phosphate have been exported. This mineral brings a high price in England, owing to its high percentage of purity. Mica is also found in good quantity in Ottawa and Pontiac districts, and it seems to exist in superior quality in the district of Saguenay, notably in Bergeronnes and Tadousac, where the Government have sold two valuable mines.

The fisheries of the province are a great boon to the settlers and fishermen resident on its coast lines. The fishing industry has attained large proportions, the products being exported to distant portions of the Dominion and foreign parts.

**Farms for Sale and Government Lands.** Tenant farmers from the old country may find frequent opportunities to purchase improved farms in the province of Quebec at very reasonable prices—from £4 sterling to £6 sterling per acre, including dwelling-houses, outbuildings and fencing. Farms of this description, particularly suited to emigrants from the United Kingdom, may be found in the Eastern Townships.

It has been already stated that about 6,000,000 acres of land have been surveyed by the Government, for sale.

**Land Regulations.** Lands purchased from the Government are to be paid for in the following manner:—One-fifth of the purchase

money is required to be paid the day of the sale, and the remainder in four equal yearly instalments, bearing interest at 6 per cent. But the price at which the lands are sold is so low—from 20 cents to 60 cents per acre (10d. to 2s. 5½d. stg.)—that these conditions are not very burdensome; in fact, as the price at which they are sold is barely sufficient to cover the cost of making the survey and constructing the roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 feet by 20 feet. The letters patent are issued free of charge.

The parts of the province of Quebec now inviting colonization are the Lake St. John district, the valleys of the Saguenay, St. Maurice and the Ottawa Rivers, the Eastern Townships, Lower St. Lawrence, Lake Temiscamingue, Gaspé, and the valley of the Matapedia.

The Citadel, Quebec.

Threshing in Western Canada.

Legislative Buildings, Toronto.

# PROVINCE OF ONTARIO

ONTARIO embraces an area of about two hundred and twenty-two thousand square miles, and has a population exceeding two millions.

Redeemed, as the cultivated portion of the province has been, from the primeval forest, it is needless to say that the vast wealth of timber still remaining is one of its most valuable heritages, capable of furnishing an abundant supply, both for home consumption and for every probable demand that commerce can make upon it, for long years to come. Though much has been added of late years to the general knowledge of the subject, the great region which is considered to be the main depository of nature's most liberal gifts in mineral wealth, is as yet almost unexplored, and only known as to its general external features. But enough is already established to show that the districts north of Lakes Huron and Superior are enormously rich in gold, iron, silver, copper, nickel and other minerals, and now that the Canadian Pacific Railway is running through that country, an early development of the mining industry is sure to follow. The recent discoveries, in the Lake of the Woods and Rainy River districts, of rich deposits of free milling gold indicate the existence of a wide area of auriferous country in that little-known portion of the province. It has been ascertained, moreover, that the nickel deposits are practically of illimitable extent and enormous value. In Eastern Ontario there have been considerable finds of gold, galena and mica, while the quarrying of apatite, or phosphate of lime, and marble of excellent quality, are both profitable industries. In the southern district, near Lake Huron, are the famous oil springs, from which petroleum is obtained in immense quantities ; further to the north in the same district are prolific salt wells, which send forth an abundant supply of brine, the salt obtained from which forms a large item in the commerce of the place ; while eastward on the Grand River, there are extensive mines of gypsum or plaster of Paris. There are also considerable areas of peat beds in several parts of the province ; its rivers and lakes are well supplied with fish, and its forests

with game. But the great and abounding element of Ontario's natural wealth is in its soil, and to it and its products it is desired to direct the attention of intending immigrants.

**Cities.**

Toronto, the seat of the Provincial Government, had a population of 181,220 according to the census of 1891. It is a city of which any country might be proud; it is continuing to grow steadily both in wealth and population, and has many very fine public buildings and many important manufactories.

Ottawa has a population of about 50,000; it is the seat of the Dominion Government; and here are erected the Houses of Parliament and departmental buildings. These edifices are of great beauty, and excite the admiration of all visitors to the capital. Ottawa is the centre of the Ontario lumber trade.

Hamilton (population 48,980) is beautifully situated on the south-west shore of Burlington Bay, at the extreme west end of Lake Ontario. It has excellent facilities for communication by water and railway, and is a large manufacturing city.

Toronto.

**Demand for Labour.**

The soil of this province may be generally described as very rich. It varies in different localities, but a large proportion of the whole is the very best for agricultural and horticultural purposes, including the growing of all kinds of fruits which flourish in the temperate zone; its special adaptation to the growth of these being favoured as well by its summer suns as by the modifying influence of the great lakes.

Men to work and develop the agricultural and mineral resources are, therefore, the kind of settler Ontario most needs. Agriculturists, from farming being the leading industry, stand in the first place. The demand for female domestic servants is always large and steady. But as respects artisans and mechanics, and men required by its numerous industries, they are referred to the general directions to classes who should immigrate to this country, in the earlier pages of this book.

Ontario has now become an important manufacturing country. The leading industries are works for making all kinds of

agricultural implements, in iron and wood, wagons, carriages, railroad rolling stock (including locomotives), cotton factories, woollen factories, tanneries, furniture factories, flax works, ordinary iron and hardware works, paper and pulp factories, soap works, woodenware, &c. The bountiful water supply in Ontario, as well as steam, is used for motive power in these manufactures.

The census returns for Ontario relating to manufacturing are as follows, and refer to the year 1890 :—

| | |
|---|---|
| Capital invested | $175,972,021 |
| Number of employees | 166,326 |
| Wages paid | $49,733,359 |
| Value of products | $240,100,267 |

**Agricultural College.** The Agricultural College and Experimental Farm, near the city of Guelph, forty-nine miles west from Toronto, in the midst of a fine farming district, were established by the Provincial Government, under the administrative control of the Provincial Minister of Agriculture for the special purpose of giving a practical and scientific education to the sons of farmers. The farm consists of some 550 acres, and is fitted with every appliance for successfully carrying out its purpose of giving to the youth who attend it thorough and practical knowledge of every branch of agriculture, more especially of those branches which are best adapted for profitable prosecution in the province, according to conditions of climate and soil. It is conducted by an able staff of professors, instructors, and the fees are exceedingly moderate.

The Experimental Farm has conferred great benefit on the agriculturists of the province, by the importation of thorough-bred stock from Great Britain, and by holding annual sales as the animals multiply on the farms. It annually distributes seeds and grains that have been imported from Europe and tested for two or three years. The results of its various experiments in grain-growing, feeding and dairying, are published in bulletins from time to time. Fully equipped laboratories are connected with the college and farm, and every department of agricultural instruction is well organized. Further information may be obtained through the president of the college, Guelph, Ont. It must be obvious that such an institution is calculated to aid very materially in the development of every branch of agricultural industry.

**Climate.** The climate of Ontario varies according to latitude, altitude and situation with reference to the great lakes, but is, upon the whole, one of the most pleasant and healthful in the world. The extremes of heat and cold are greater than in Great Britain, but the purity and dryness of the atmosphere render the hottest days in summer as well as the coldest in winter endurable without much discomfort.

In the southern region, bordering on the lower lakes (Erie and Ontario), the winter usually begins about Christmas and lasts until the latter part of March. Further to the north it begins a little earlier, say about the middle of December, and breaks up during the first or second week in April. Except in the northern region, there is no winter in Ontario lasting over four months, and its average duration in the settled portion of the province (previously described) is from three months in the southern and western to three and a half, or at most four months, in the eastern and northern districts. Though in the northern parts of the province the winter begins earlier and breaks up later than in the southern, yet so far as settlement has yet advanced to the west and north, the seasons have offered no bar to the successful prosecution of agriculture.

April ushers in the spring, which comes with great rapidity, the luxuriant vegetation being a perennial source of wonder and admiration to even those who have witnessed it for twenty or thirty years, but whose memories recur to the slower growth with which they were made familiar in the country where they spent their youth. For the practical purposes of the farm the spring is a "short" season and a busy one. The genial rains which fall liberally in April and May, and the increasing warmth of air and soil, push forward vegetation with great vigour, and in a few weeks the summer time and the harvest are hurried on together.

The summer season is usually reckoned from the middle or end of May to the middle of September. Under the steady warmth and refreshed by occasional brief but copious showers, the crops make rapid progress,

and the month of June is hardly finished ere the hum of preparation for the harvest is heard. Hay cutting begins about the end of June, and wheat harvesting in the first week of July, in the most southern parts of the province. In other localities both operations begin a week or two later, according to the situation. All the other grain crops follow in rapid succession, so that by the end of August the harvest is completed throughout the province. The harvest time is usually the period of extreme summer heat, yet those who work in the open fields, under the rays of the sun, in the middle of the hottest days seldom suffer injury or even serious discomfort if they use ordinary precautions for their protection.

The autumn season, called the "Fall," is the most deliciously enjoyable weather of the whole year to those who do not give the preference to the crisp air, the keen frost and music of the sleigh-bells in winter. Autumn is not less beautiful than summer; the atmosphere is cooler, but in October and sometimes in November, the days are of a genial warmth, and the nights cool and refreshing. The operations on the farm at this season consist mainly of preparations for the next approaching seasons of winter and spring. The gathering and storing of root crops, the "fall" ploughing, and the preparation generally for wintering stock, should keep the farmer and his help busy, whenever the weather permits. It is usual to have a flurry of snow sometimes in November, which, however, seldom lies more than a day or two, when it disappears; and the cool open weather, with occasional heavy rains, runs well on through December, especially in the south-western districts.

Devil's Gap, Lake of the Woods.

**Access to Markets.**

The position of Ontario, with respect to its means of access to the markets of the world, is very advantageous. Its interior means of transport are ample. At half a dozen different points its railway system connects with that of the United States. Its magnificent system of lake, canal and river navigation accommodates not only its own trade, but also a great portion of the trade of the Western States. Toronto, its capital, the seat of the Provincial Government and Legislature, of the universities and other institutions of learning, and of the Law Courts, is a fine and flourishing city and offers a ready market for almost everything the farmer has to sell. It is the headquarters of the principal exporters of live stock and of the leading men in commercial and manufacturing business, and the centre of a complete network of railways extending throughout the province in all directions. The trip from Toronto to Liverpool can now be made with ease and comfort in eight or nine days by the present St. Lawrence steamers, and might be made in much less time by the "ocean greyhounds." Large quantities of farm and dairy produce are sent yearly to British markets.

The markets throughout the province are within easy reach of the farmer in every

settled district. The highways are substantially made and kept in good repair, towns and villages are thickly dotted over the country, being seldom more than from five to ten miles apart, and all farms are within a short distance of a railway station. The question of easy access to markets is one which might be supposed to involve serious difficulties in a country embracing such a wide range of distances; but, practically, the means of transport are so ample and the freight rates so regulated, and upon the whole so low, that there is no settled part of the province in which material obstacles are presented, either as respects cost or convenience.

**Soil.** Ontario has many varieties of soil, nearly all of which are fertile and easy of cultivation. The most common are the loams of different kinds, black, clay and sandy. There are also light and heavy clay soils, sandy soils, and in some districts marsh and alluvial soils of great depth resting on clay bottoms. The old farms are in some places partially worn out through long-continued wheat cropping; but they still yield a profitable return if cultivated with the view to stock-raising or dairy farming, the two branches which promise in the future to be the leading features of agricultural industry in Ontario, both of which have a tendency to restore and enrich the soil.

The following gives the area and produce of the principal field crops of Ontario for 1895 and 1896, with the yearly average for the fifteen years 1882-96 :—

FIELD CROPS—ONTARIO.

| Field crops. | Acres. | Bushels. | Yield per acre. |
|---|---|---|---|
| **Fall wheat:** | | | |
| 1896 | 876,955 | 15,078,441 | 17·2 |
| 1895 | 743,199 | 14,155,282 | 19·0 |
| 1882-96 | 887,205 | 17,625,061 | 19·9 |
| **Spring wheat:** | | | |
| 1896 | 255,361 | 3,519,322 | 13·8 |
| 1895 | 223,957 | 3,472,543 | 15·5 |
| 1882-96 | 490,188 | 7,444,411 | 15·2 |
| **Barley:** | | | |
| 1896 | 462,792 | 12,669,744 | 27·4 |
| 1895 | 478,046 | 12,090,507 | 25·3 |
| 1882-96 | 655,073 | 16,754,305 | 25·6 |
| **Oats:** | | | |
| 1896 | 2,425,107 | 82,979,992 | 34·2 |
| 1895 | 2,373,309 | 84,697,566 | 35·7 |
| 1882-96 | 1,838,089 | 63,019,912 | 34·3 |
| **Rye:** | | | |
| 1896 | 148,680 | 2,230,873 | 15·0 |
| 1895 | 120,350 | 1,900,117 | 15·8 |
| 1882-96 | 102,473 | 1,631,799 | 15·9 |
| **Peas:** | | | |
| 1896 | 829,601 | 17,493,148 | 21·1 |
| 1895 | 799,963 | 15,568,103 | 19·5 |
| 1882-96 | 707,844 | 14,322,273 | 20·2 |
| **Buckwheat:** | | | |
| 1896 | 145,606 | 2,602,669 | 17·9 |
| 1895 | 135,262 | 2,791,749 | 20·6 |
| 1882-96 | 91,825 | 1,798,028 | 19·6 |
| **Beans:** | | | |
| 1896 | 68,369 | 1,197,535 | 17·5 |
| 1895 | 72,747 | 1,494,179 | 20·5 |
| 1882-96 | 36,301 | 627,560 | 17·3 |
| **Potatoes:** | | | |
| 1896 | 178,965 | 21,305,477 | 119 |
| 1895 | 184,647 | 29,390,884 | 159 |
| 1882-96 | 158,244 | 18,764,490 | 119 |
| **Mangel-wurzels:** | | | |
| 1896 | 36,101 | 16,849,401 | 467 |
| 1895 | 34,383 | 15,961,502 | 464 |
| 1882-96 | 22,478 | 9,910,468 | 441 |
| **Carrots:** | | | |
| 1896 | 12,333 | 4,618,441 | 374 |
| 1895 | 13,002 | 4,581,373 | 352 |
| 1882-96 | 10,666 | 3,753,882 | 352 |

FIELD CROPS—ONTARIO.

| Field crops. | Acres. | Bushels. | Yield per acre. |
|---|---|---|---|
| Turnips: | | | |
| 1896 | 148,234 | 69,814,841 | 471 |
| 1895 | 151,806 | 63,496,702 | 418 |
| 1882-96 | 117,557 | 49,689,055 | 423 |
| Corn for husking (in the ear): | | | |
| 1896 | 317,667 | 24,071,364 | 75·8 |
| 1895 | 302,929 | 24,819,899 | 81·9 |
| 1892-96 (five years) | 257,340 | 18,093,815 | 70·3 |
| Corn for silo and fodder (green): | | tons. | tons. |
| 1896 | 178,962 | 1,948,780 | 10·89 |
| 1895 | 149,899 | 1,775,654 | 11·85 |
| 1892-96 (five years) | 125,498 | 1,354,526 | 10·79 |
| Hay and clover: | | | |
| 1896 | 2,426,711 | 2,260,240 | ·93 |
| 1895 | 2,537,674 | 1,849,914 | ·73 |
| 1882-96 | 2,381,903 | 3,204,072 | 1·35 |

The estimates in August were : fall wheat, 14,516,088 bushels ; spring wheat, 3,677,757 bushels ; barley, 12,303,091 bushels ; oats, 84,974,508 bushels ; rye, 2,353,001 bushels ; peas, 18,591,922 bushels.

The total area under the crops enumerated above is 8,511,444 acres, as compared with 8,321,173 acres in 1895. The area devoted to pasture is 2,619,744 acres. The estimated area in orchards, garden and vineyard is 320,122. The number of apple trees of bearing age is placed at 5,913,906, while there are 3,548,058 young apple trees planted in orchards. The yield of apples in 1896 is estimated to be 55,895,755 bushels or an average of 9·45 bushels per tree of bearing age.

**The Wheat Crop of the World.**

The figures for 1895 show the total wheat crop of the world, by continental divisions, and the tabulated statement shows the wheat crop of America (north and south) for 1895. The detailed statement of the world's wheat crop is difficult to make because in some important wheat-growing countries official returns of wheat produced are not made, and a comparison therefore would be incomplete. In 1895 the total European production, as near as can be estimated, was 1,443,233,000 bushels ; the total Asian production, 404,578,000 ; the total North American, 538,563,000 ; the total South American, 85,000,000 ; the total African, 48,842,000 ; and the total Australasian, 32,461,000, making a grand total of 2,552,677,000 bushels.

Whenever available, official figures, either preliminary or final, have been used. It is unfortunate that in some important wheat-growing countries official returns of wheat production are not made. In such case commercial estimates have been used.

Bridge over Winnipeg River.

In the countries of the Southern Hemisphere the wheat harvest takes place from November to February, and the estimates given for these countries are for the twelve months ending October 31st of the years indicated at the head of each column. The unit of measure used is the Winchester bushel, which has a capacity of 2,150·42 cubic inches. Where the original quantities are stated by weight they have been reduced to bushels on the somewhat arbitrary standard of 60 pounds of wheat to the bushel.

WHEAT CROP.

| Country. | 1891. | 1892. | 1893. | 1894. | 1895. |
|---|---|---|---|---|---|
| | Bush. | Bush. | Bush. | Bush. | Bush. |
| United States | 611,780,000 | 515,949,000 | 396,132,000 | 460,267,000 | 467,103,000 |
| Ontario | 33,611,000 | 29,690,000 | 22,416,000 | 20,507,000 | 18,183,000 |
| Manitoba | 23,923,000 | 14,909,000 | 16,108,000 | 17,714,000 | 32,777,000 |
| Rest of Canada | 5,101,000 | 5,102,000 | 4,126,000 | 6,362,000 | 6,500,000 |
| Total Canada | 62,635,000 | 49,701,000 | 42,650,000 | 44,583,000 | 57,460,000 |
| Mexico | 15,000,000 | 14,000,000 | 15,000,000 | 18,000,000 | 14,000,000 |
| Total North America | 689,415,000 | 579,650,000 | 453,782,000 | 522,850,000 | 538,563,000 |
| Argentina | 32,000,000 | 36,000,000 | 57,000,000 | 80,000,000 | 60,000,000 |
| Uruguay | 2,805,000 | 3,292,000 | 5,703,000 | 8,915,000 | 10,000,000 |
| Chile | 18,000,000 | 16,500,000 | 19,000,000 | 16,000,000 | 15,000,000 |
| Total South America | 52,805,000 | 55,792,000 | 81,703,000 | 104,915,000 | 85,000,000 |

Hemp, flax, tobacco and sugar-beet are profitable crops. Maize, or Indian corn, and tomatoes ripen well, while in all parts of the province apples and grapes come to perfection. In the Niagara, Lake Erie and Lake St. Clair regions, peaches ripen in the open air and are produced in immense quantities. The growth of such products forms an unerring index to the character of the climate. Immense quantities of grapes are grown in western Ontario especially, and shipped to all the principal markets of the Dominion, or are consumed in the districts in the production of wine.

As to the value of the live stock in the province, it may be mentioned that, according to the returns published by the Bureau of Industries, it was estimated in 1895 at $111,547,652. The number of animals is stated as follows :—

**Dairy Farms.**

The value of the cheese exported has more than doubled within recent years, Canadian cheese being now recognized as the best made in America ; and of late years it has competed successfully with the English-made article. A single cheese, weighing a little over "eleven tons," made in the province of Ontario, excited the wonder and admiration of visitors to the World's Columbian Exhibition in Chicago in 1893. The following figures tell the progress of the cheese trade :—

| | Quantity exported. | Value. |
|---|---|---|
| | Lbs. | $ |
| 1886 | 974,736 | 123,494 |
| * * * * * * * | | |
| 1890 | 94,260,187 | 9,372,212 |
| 1891 | 106,202,140 | 9,508,800 |
| 1892 | 118,270,052 | 11,652,412 |
| 1893 | 133,946,365 | 13,407,470 |
| 1894 | 154,977,480 | 15,488,191 |
| 1895 | 146,004,650 | 14,253,002 |
| 1896 | 164,689,123 | 13,956,971 |

LIVE STOCK—ONTARIO.

| | On hand July 1. | | Sold or Killed in Previous Year. | |
|---|---|---|---|---|
| | No. | Value. | No. | Value. |
| | | $ | | $ |
| Cattle | 2,150,103 | 46,708,017 | 418,131 | 13,272,127 |
| Horses | 647,696 | 40,283,754 | 40,346 | 2,616,391 |
| Sheep | 2,022,735 | 7,708,442 | 682,315 | 2,484,612 |
| Pigs | 1,299,072 | 7,101,211 | 1,159,992 | 10,067,667 |
| Poultry | 7,752,840 | 2,156,623 | 1,030,567 | 860,334 |
| | | 103,958,047 | | 29,301,131 |

The butter exported amounted in 1896 to 5,889,241 pounds, valued at $1,052,089. Efforts are being made, with Government assistance, to establish creameries and improve the farmers in the art of butter-making, which has not as yet been very thoroughly understood among the majority of the rural population. Travelling dairies, under the direction of the Minister of Agriculture for Ontario, have been sent throughout the province from the Agricultural College, Guelph, for the past five years. There are three dairy schools—at Guelph, at Kingston and at Strathroy.

**Fruit Farming.** Fruit farming (embracing vine culture) is another branch to which the attention of the intending settler in Ontario should be directed. In any part of the province of Ontario the farmer may have his orchard, and in many parts he has it; but in the early struggle with the sturdy trees of the forest the pioneer had no time to think of such luxuries, and hence the planting of orchards was neglected. For many years, however, the apple tree has been steadily growing in importance, and plums, pears and peaches, and small fruits of every kind, form an important item in the marketable products of many a farm. The fruit region may be described in general terms as extending from the east end of Lake Huron, along Lake Erie to the Niagara River, and including all the counties bordering on Lake Ontario. Though apples may be cultivated with profit in any of the settled portions of the province, it is only in the southern region above indicated that fruit culture has up to this time received much attention, and the success which has attended it has been so encouraging that vineyards, orchards and fruit gardens on a large scale are numerous in the Niagara district and westward on the same line till the county of Essex is reached, which is regarded as specially adapted for the profitable cultivation of the vine.

Lake of the Woods.

**Value of Farm Property and Taxation.** The value of farm property in Ontario in 1895 was estimated at $931,989,574, made up of $572,938,472 farm land, $204,148,670 buildings, $50,944,385 implements, and $103,958,047 live stock. The total value of field crops in Ontario in 1895 was placed at $99,655,895. The average rate of direct taxation levied by municipalities in Ontario in 1892 for all purposes, including schools, was $4.17 per head in townships, $5.81 in towns and villages, and $12.36 in cities, being equal to $6.18 per head for the whole population assessed.

**Minerals.** The produce of the mine from Ontario is shipped almost exclusively to the United States. The industry is yet in its infancy, but there are opportunities for its development to an almost unlimited extent, and the experienced man of very moderate means can readily establish himself in the business, as mining

lands are sold or leased by the Government at low figures. The mining regulations are of the most liberal character. In the matter of iron alone it is affirmed by competent judges that the province of Ontario is rich enough in ore to make it a successful competitor with the United States in the production of iron. The ore occurs both as magnetite and hematite in various portions of the province, but the deposits of eastern Ontario and of the country west of Port Arthur are among the most notable. Gold, silver, nickel, lead and copper ores are found in various parts of the province, the mineral-bearing districts of which are yet largely unexplored. In the Lake of the Woods, Seine River and Rainy Lake districts, recently discovered gold fields have attracted large numbers of prospectors and miners, and give promise of being permanently productive. Several gold mines are in regular operation, turning out bullion weekly. The rich nickel fields of the Sudbury district have become famous within recent years, and so far as known form the only important supply of this metal in America. Mica, asbestos, gypsum and graphite are also mined. Clay for pressed brick is found in great abundance below the sandstone of the Niagara escarpment, and the manufacture of pressed brick and terra cotta is now becoming an important industry. Structural materials, such as building stone, lime, sand, gravel, &c., are found in great abundance throughout the province, and the manufacture of natural rock and Portland cement has been begun at several points where the necessary materials occur.

The salt and petroleum wells of several counties in the western peninsula have long been in successful operation.

**Natural Gas.** Natural gas is found in the Lake Erie counties, and a number of wells have been bored which yield from one to ten million cubic feet of fuel gas per day.

**Facilities for obtaining Farms.** The price of farming land varies much according to locality. In the neighbourhood of the cities and large towns in the old settled districts it is sometimes as high as $100, or £20 sterling, per acre, and from that figure it runs all the way down to £2, or $10, per acre, for partially cleared farms in the newly-settled districts in the north-eastern part of the province. In speaking of the price of a farm in Ontario, it is usually rated at so much per acre, including buildings, fencing and all fixed improvements; hence, many of the so-called highly priced farms may carry a charge of $20 or more per acre on account of the value of the dwelling-house, stables, barns and other outbuildings, which are sometimes very commodious, substantial structures of brick or stone, costing from $3,000 to $5,000 or more.

The average price for good farms in the best agricultural districts in the old settlements is from $30 to $50 (£6 to £10) per acre, and at this figure usually a large amount of the purchase money may remain unpaid for a term of years, secured by mortgage at a rate of interest not exceeding 6 per cent. In the newer counties, where the land is but partly cleared, where a half or the three-fourths of the farm is still in its primitive wooded condition, or "in bush," as the local phrase has it, prices range from $15 to $25 (say £3 to £5) per acre for really good farms, in good situations, to still lower figures where the situation and soil are not so favourable.

**Free Grant Lands.** Any head of a family, whether male or sole female having children under 18 years of age, can obtain a grant of 200 acres; and a single man over 18 years of age, or a married man having no children under 18 residing with him, can obtain a grant of 100 acres. The land is mostly covered with forest, and is situated in the northern and north-western parts of the province.

**Land Regulations.** Such a person may also purchase an additional 100 acres at 50 cents per acre, cash. The settlement duties are—to have 15 acres on each grant cleared and under crop at the end of the first five years, of which at least 2 acres are to be cleared annually; to build a habitable house, at least 16 feet by 20 feet in size; and to reside on the land at least six months in each year.

In the Rainy River district to the west of Lake Superior, consisting of well-watered, uncleared land, free grants are made of 160 acres to a head of a family having children under 18 years of age residing with him (or

her) ; and 120 acres to a single man over 18, or to a married man not having children under 18 residing with him ; each person obtaining a free grant to have the privilege of purchasing 80 acres additional, at the rate of one dollar per acre, payable in four annual instalments with interest, and the patent may be issued at the expiration of three years from the date of location or purchase, upon completion of the settlement duties. The soil of this district is a deep rich loam, over an area of nearly a million acres and is perhaps unsurpassed for fertility by any portion of the province. Rainy River itself is a fine navigable stream 150 to 200 yards wide and more than 80 miles long.

## NORTH-WESTERN ONTARIO.

**The Rainy River District.** Before reaching Manitoba, the traveller on the C. P. R. passes through the northern portion of this region, but the fertile part, estimated to contain about 600,000 acres of good agricultural land, lies principally in the valley of the Rainy River. The Rainy River forms for some distance the boundary between Ontario and the United States. It is a fine navigable stream from 150 to 200 yards wide, and connects the Lake of the Woods with Rainy Lake, a distance of about eighty miles. The river passes through a rich alluvial tract of a uniform black loam of great depth. Nearly all the land fronting on the river is suitable for agriculture, and a considerable settlement already exists there. Fort Frances, the principal town on Rainy River, has a saw-mill and several flourishing stores and industries ; its population is about 1,400. The region is reached during the season of navigation by steamer from Rat Portage on the main line of the C. P. R. The climate in winter, while perhaps being a few degrees colder than that of older Ontario, is remarkably healthful and pleasant, and the snowfall is not deep. Vegetation is luxuriant in the extreme ; all the cereal and grass crops common to Ontario grow there, and garden crops flourish exceedingly. The country is well wooded with pine, oak, elm, ash, basswood, soft maple, poplar, birch, balsam, spruce, cedar and tamarack. Lumbering operations are extensively carried on, and there are well-equipped saw-mills on Rainy River, Rainy Lake and at Rat Portage. As a mining region, the Rainy River district is yet in its infancy, but its possibilities in this regard are known to be very great. Numerous and valuable discoveries of gold and other minerals have been made throughout the district, and at the present time the country is attracting the attention of capitalists and investors. There are several important gold mines now being worked off the Lake of the Woods, Rainy Lake and Seine River, and elsewhere mining operations are being actively carried on. Thus the mining and lumbering industries combined afford the settler the best of markets for his produce at prices considerably higher than can be secured in Eastern Ontario. The land is owned and administered by the Government of Ontario (office at Toronto), and free grants are made of 160 acres to a head of a family having children under 18 years of age residing with him (or her) ; and 120 acres to a single man over 18, or to a married man not having children under 18 residing with him ; each person obtaining a free grant to have the privilege of purchasing 80 acres additional, at the rate of $1 (four shillings) per acre, payable in four annual instalments, with interest, and the patent may be issued at the expiration of three years from the date of location or purchase, upon completion of the settlement duties.

Any person may explore Crown lands for minerals and mining lands may be purchased outright or leased at rates fixed by the Mines Act. The minimum area of a location is forty acres. Prices range from $2 to $3 per acre, the highest price being for lands in surveyed territory and within six miles of a railway. The rental charge is at the rate of $1 per acre for the first year and 25 cents per acre for subsequent years ; but the leasehold may be converted into freehold at the option of the tenant at any time during the term of the lease, in which case the first year's rent is allowed on the purchase money. A royalty of not more than 2 per cent is reserved, based on the value of the ore, less cost of mining and subsequent treatment for the market.

### THE WABIGOON COUNTRY, RAINY RIVER DISTRICT.

North of the country bordering on the Rainy River, described above, and directly

on the line of railway, is a section to which the Wabigoon River gives its name. Attention was first drawn to it two years ago by the Ontario Government establishing there what was called a "Pioneer Farm," for the purpose of demonstrating the agricultural capabilities of the country, which had hitherto remained undeveloped. The precise location of the farm is 215 miles east of Winnipeg, and 80 miles east of Rat Portage. After one year's successful experiment the land was thrown open for settlement (that is, in the spring of 1896), since which time it has been rapidly taken up. The settlers consist almost entirely of a good class of Ontario farmers, and the development of the country is being pushed forward with energy. A store and a saw-mill have already been started; colonization roads and bridges have been built, and the confidence and zeal witnessed in those who have located there augers well for the future prosperity of the settlement.

The land is not free grant, but is sold to actual settlers only at fifty cents per acre (conditional upon certain improvements), one-third down and the balance in three annual instalments. How much agricultural land there may be available at this point has not as yet been definitely ascertained, but it is known to be limited in extent. The chief advantages of the country are as follows:— First, the railway passes through it, which renders access easy at all times of the year, and places it within reach of such centres as Rat Portage and Winnipeg. Second, good markets are available, notably at Rat Portage, the centre of the milling and mining industries of the district. Third, the land, although not a prairie, is easily cleared. Some stretches are entirely destitute of timber, having been swept by forest fires, and require only a little underbrushing before the plough starts to work. Elsewhere the growth is light, and may be cleared with much less labour than is required in heavily timbered countries. At the same time, sufficient large timber for building purposes is to be found here and there, so that, as will be seen, the advantages of a prairie and of a timbered country are here combined to a large extent. The country is well watered, and possesses a good soil and a good climate. It is adapted to mixed farming, but particularly to dairying and stock-raising. A pamphlet giving fuller particulars may be had on application to the Ontario Department of Agriculture, at Toronto.

C.P.R. Tunnel.

Grain Elevator at Fort William, Lake Superior.

Winnipeg.

# PROVINCE OF MANITOBA

**Area.** THE province, in area, is about 300 miles from east to west, and extends northerly from the 49th parallel, embracing 73,956 square miles, or some 47,331,840 acres. In other words, it is nearly as large as England and Scotland combined. Deducting, say, 10,000,000 acres for water areas, town sites and broken lands, there is left 37,000,000 for active farm cultivation, or homes for 116,000 families, on 320 acres, which is considered a large property for a well-to-do farmer. There are many families doing well on half that area, 160 acres, while a few of the wealthier hold more. A snug living and money to the good can be made on the smaller farm, where the family is not unusually large. As there are so far but 27,000 actual farmers in the province, it will be seen there is ample room for many more.

**Method of Subdivision.** The land is laid out in blocks of six miles square, called townships. These latter are again subdivided into 36 square parts called sections, one mile square, the mile being again subdivided into quarters containing 160 acres. The townships in turn are all numbered from a principal meridian two miles west of Winnipeg. The tiers of townships are numbered northerly from the southern boundary of the province in ranges. From this class of survey the settler has no difficulty at any time in naming any location. It is simple and complete. There is a road allowance around every section, or square mile, so any property is readily accessible by team, each quarter section or farm of 160 acres having a road allowance on two sides.

**Growth of Population.** Comparatively nothing was known of the agricultural capabilities of the country before 1870, when it was detached from Rupert's Land ("The Great Lone Land") under Hudson's Bay Company rule, and created a province by an Act of the Canadian Parliament. Previous to that time (1870) Manitoba was known only as a fur-bearing country, inhabited by Indians and half-breeds. At that time the population numbered about 10,000 souls, not more than 1,000 of whom were whites, and they, for the most part, employees of the Hudson's Bay Company. In 1881 the population had increased to 65,000, and at present it is about 275,000. When its wonderful capabilities are known to the thousands of people in the crowded portions of the old countries and the non-productive sections of the United States, the increase will be more rapid than ever.

In the olden time. H. B. Co. Fort.

The average snowfall of Quebec is 115 inches; of Ontario, 96; and of Manitoba, 62. It is not a country of deep snows—in short, railway trains are rarely blocked and seldom delayed by winter storms.

**Water and Fuel.** These are also very important considerations for the settler. The country is everywhere at easy distances intersected by creeks and rivers, and many lakes of varying dimensions exist, especially in the northern portion of the province. Some of these are well stocked with fish and wild fowl, affording amusement and supplying valuable articles of diet. Water in abundance, and of excellent quality, can also be got at depths varying from 10 to 40 feet in nearly all portions of the province. All of the streams and lakes are skirted by blocks of timber which afford fuel for the settlers.

**The Climate.** One of the first questions a sensible man will ask is: What is its climate? If the climate of any country is unhealthy, that country is undesirable, no matter what may be its advantages. The world's mortuary statistics show Manitoba to be one of the healthiest countries on the globe.

Malarial diseases are totally unknown in this country and contagious complaints are rarely heard of.

Manitoba is situated near the centre of the Canadian North-west, but in the eastern portion of the wheat-growing belt. Its winters are cold, but, having a clear sky, and as a consequence absence of the humidity of other countries, the extreme is not felt with the same severity of many other northern climes. There are no sudden changes, so that day in and day out the settlers dress for cold weather and enjoy the season through. The winter months are from the 1st of December to the 1st of April, and the summer season from the 1st of June to the 1st of September. Spring and fall are delightful and invigorating.

There are also beds of magnificent coal in several portions of the province, which is a guarantee of an ample supply of fuel for all time at a moderate price. By a wise provision of nature, the timber bluffs, streams, lakes and ground elevations preserve a humidity of atmosphere in the summer season that prevents those hot, parching winds, on the low, level, unbroken prairies in that portion of the United States known as the American desert. Hurricanes and cyclones are not experienced in Manitoba.

**Topography.** Although the country is prairie, it is in striking contrast with some parts of western America. It is not one monotonous level expanse, with nothing to relieve the eye. It is everywhere more or less undulating, dotted here and there with hills and valleys, very few of the former being rocky or barren, simply eminences affording good pasturage for all domestic animals.

**Soil.** There is here, as in all other countries, a variety of soils, but what may be called the characteristic soil of Manitoba is a deep black argillaceous

After a few years, near Souris, Manitoba.

mould of loam resting on a deep clay subsoil which ranks among the very richest in the world. This the most capable chemists say is especially adapted to the growth of wheat, and practical every-day life fully verifies the statement. It is also very rich and stands more cropping without manure than any other surface known to agriculturists. Usually, the snow disappears early in April, and seeding begins a week or two later, the soil drying very rapidly on the surface. The harvest begins about the middle of August.

**Commercial Facilities.** Though it is but 27 years since Manitoba was created a province out of almost trackless prairie, railways now traverse all the settled parts of the province, and bring within reach portions still open to settlement. Very few farmers are more than a dozen miles from a market or a railway, while thousands, of course, are within two or three miles of one.

Railway stations occur at intervals of about seven or eight miles, and at these are post offices and villages of more or less importance, with elevators for the storage of grain, facilities for the shipment of all farm products, and stores where anything required in ordinary life may be obtained.

**Social Conditions.** Very naturally, an intending settler with a family will inquire, "What are the social conditions of the country? If I locate in Manitoba, shall I enjoy any of the blessings of educated life, or shall I be for ever shut out from all congenial society?" This country is so far settled with many of the best families of the countries whence they emigrated. It is nothing surprising to find college graduates working their own farms, and the most experienced agriculturists, mechanics, merchants and men of all callings in the country towns and villages.

**Government.** The representative and governmental institutions are, with modifications, modelled after those of Great Britain. A Lieutenant-Governor represents the Queen, and the representatives in the Legislature are chosen by the people. In addition, and for the management of purely local matters there is a well approved municipal system.

Ample provision is made in Manitoba for the care and protection of the blind, the insane. There is a home for incurables, a school for the deaf and dumb, hospitals for the sick, &c. The existence of these institutions is, however, no evidence that the country has more than its share of the

Prairie travel as it was.

Experimental Farm, Indian Head, Manitoba.

afflicted, as they were constructed for the care of those of the Territories to the west as well as for those in the province of Manitoba.

There are a number of friendly societies in the province, with branches in the smaller places, and in many of the country school-houses which dot the prairie, Masonic and other lodges often meet, and gatherings of an intellectual character are frequently held. There is nothing lacking in town and country to make life enjoyable that could be expected in any new country.

**Educational Facilities.**

An important consideration for a settler here as elsewhere is the educational facilities available; and the school system of Manitoba, as now settled, is by educationists claimed to be equal to any on the continent. The rural schools are about every three miles or so apart in the settled districts, and the system is free. There is no taxation of pupils for attendance. The Government makes an annual grant of a considerable sum to each school and all the expenses, teacher's salary included, are paid by this grant, and a general taxation of the land within the district, whether occupied or unoccupied, or owned by parents or those having no children. This assures the poor all the advantages of primary education that are enjoyed by the rich. The teachers are all skilled educationists, duly certificated. In these schools all the ordinary branches for every-day life are taught. In many of the village schools, where two or more teachers are employed, a still higher education is given, and in the city and town schools collegiate institutes are maintained where students are fitted for the several colleges at Winnipeg and other cities in Canada. One-eighteenth part of the whole of the "Fertile Belt" from Pembina to the Saskatchewan, and beyond it, is set apart for the maintenance of schools. A few figures on this point will not be uninteresting.

In 1871 the school population was 817, and now it is 50,093. In 1883 the average attendance was 5,064, and now it is 23,247. In 1883 there were 246 teachers in the province and the number is now 1,143, about the one-half males, and there appears to be no scarcity, as 1,017 new certificates were granted during the past year. These figures show, on the average, one teacher for every 240 people, and for every 33 children. The entire value of the school properties of the country is now $750,351, or nearly $3 per head of the entire population, a condition of things to be envied by many an older country. The average salary paid to teachers in rural districts is $368 a year, and the highest in cities is $1,800. In addition to the teachers being all well certificated, the schools are inspected at intervals by competent teachers to see that the most approved methods are fully observed.

The schools are unsectarian and are national in character, in which the secular branches and general public morality are alone taught during regular school hours, religion being taught, when desired, during hours set apart for the purpose. All religious denominations, whether Christian or otherwise, enjoy equal rights, and Christian churches of various beliefs are found in the country towns as well as the cities of the province.

In connection with education may be mentioned the Government Experimental Farm at Brandon, where all the different kinds of grain, seeds, roots, vegetables, grasses, small fruits, trees and shrubs that it is sought to grow in the province are sown on all the varied soils which are found on the farm, and a faithful record of the results is preserved for the information of the entire agricultural population of the country, and occasionally published in the newspapers, of which most of the small towns have one and the cities several. Similar experimental farms are to be found in the North-west Territories and British Columbia.

In addition to this the Government sends around to the towns and villages a travelling school of dairy instructors. In these schools lectures are given, accompanied by practical operations, by competent men, in all the arts of cattle-raising, butter and cheese-making, &c., that all may learn the best methods known to the country without loss of time or money to the settlers.

Besides these, again, there is a system of Farmers' Institutes, there being now 23 in the system, at which meetings are held at regular intervals in the important points of the country. Practical men here make known their most successful methods of all farming operations, and those present interchange their experiences.

The adverse criticism which has been published once or twice by persons whose failure in Manitoba was very easily accounted for, was based on a condition of things which time has materially altered. Up to 1883 there were no railway facilities in the western two-thirds of the province except those furnished by the main line of the Canadian Pacific Railway. At that time it was nothing unusual to see farmers hauling their wheat by teams from 100 to 150 miles to the nearest market—a trip covering a whole week—the expenses by the way consuming half the proceeds, and a grocery bill at the market taking a great part of the rest. The construction of branch lines, the opening of municipal roads, &c., now reduces the prices of everything bought, and does away with many expenses formerly unavoidable.

**Taxation.** In this country the rate is low; it is only a few cents per acre, where the settlers do not impose burdens on themselves, and under all circumstances is but a fraction of that in other parts of the continent and in Europe. In Canada the central or Federal Government does not tax the people to wipe out the Federal debt, which pays only three per cent, and is therefore left undiminished. The Canadian debt was mainly created for the construction of railways, canals and other permanent public improvement, and with its light rate of interest is comparatively but little burden on the people. As a result the Government is able to save heavy sums from customs, excise and other sources of indirect revenue, and give large subsidies to the several provincial Governments. In Manitoba the subsidies so received amount to about $2 per head of the population. Consequently, the Provincial Government taxes but lightly for its annual expenditure, a large portion of which goes to support schools, roads and bridges, agricultural societies for the benefit of the farmers, the maintenance of asylums and other public institutions for the care of the afflicted. The farmer is taxed to only half the extent of the amount raised by taxation in the United States.

**Exemptions.** There are in this country what are known as exemption laws. These laws protect a certain acreage and buildings, a certain number of cattle, horses, pigs and fowls, some household effects and a year's provisions from seizure for ordinary debts unsecured by mortgage. The honest man, will, of course, pay his way, but sometimes his calculations, the result of inexperience, do not turn out as he made them, when some protection against the exactions of importunate creditors may enable him to recover his position in a short time.

**Borrowing and Interest.** Although one of the secrets of success is abstaining from borrowing, yet it sometimes happens that a loan is necessary, and occasionally it is good business to make one. All English and Eastern Canadian Loan Companies have branches here who lend on farm securities at from 6 to 8 per cent per annum, and even lenders on chattel property are generally satisfied with 10 or 12 per cent.

**Manufacturing.** Agriculture and its kindred branches—dairying and stock-raising—are the principal occupations of the residents of Manitoba, but considerable manufacturing is also done. All the principal towns and villages of the province have large flour mills, the total output of these being 8,500 barrels daily, and elevators for the handling of grain whose total capacity is over 10,000,000 bushels. Oat meal mills are also established at Winnipeg, Brandon, Portage la Prairie and Pilot Mound. Blacksmith shops, carpenter shops, wood working shops, machine shops for repairing agricultural implements are also found more or less in every town and important village. The railway companies have large workshops at Winnipeg, Portage la Prairie and Brandon that give employment to many men. The demand for mills, &c., is of course always increasing as the country is brought more and more under cultivation, and the increasing population, enlarged facilities for business and travel combine to afford opportunities for the establishment of new branches of commerce by those who have a little money and a practical knowledge of the special business.

**Agricultural Features.** No. 1 hard wheat fetches the highest price of any in the country and is unexcelled by any in the world. The soil is admirably adapted for

other grains and for all roots and grasses. Many farmers, and their number is increasing, give even more attention to dairying than to grain-growing owing to the increasing demand for Canadian cheese and butter, both in Europe and in the mining districts of British Columbia. "Mixed farming" is now considered to be the most paying of agricultural pursuits. The following figures will show how Manitoba has progressed when it is remembered that only a few years ago butter, oats, flour and nearly all the produce of the farm was imported from Eastern Canada or the States.

**Mixed Farming.** For years the nutritious grasses of the prairies and thousands of tons of hay in the low lands were allowed to go to waste for want of cattle to graze and feed upon them. Settlers are now availing themselves of this natural wealth, and are giving more attention to stock-raising. Last year (1896) the live stock in the province was as follows :—Horses, 94,145 ; cattle, 210,507, notwithstanding an unusually large export ; sheep, 33,812 ; hogs, 72,562.

**Crops of 1896.** The area under wheat was 999,598 acres ; oats, 442,445 acres ; barley, 127,885 acres ; potatoes, 12,260 acres ; roots, 6,712 acres ; and the aggregate grain crop was 30,442,552 bushels, the yield of wheat being 14,433,706 bushels ; oats, 12,502,318 bushels ; barley, 3,171,747 bushels ; flax, 259,143 bushels ; rye, 52,255 bushels ; peas, 23,383 bushels. The yield of potatoes amounted to 1,962,400 bushels, and of mangolds, turnips, &c., 1,898,805 bushels. Although the average yield of wheat per acre is smaller than usual, the great part of the crop graded No. 1 or No. 2 hard, as the expense of harvesting and threshing was not over one-half the cost of saving the phenomenal crop of 1895 and the market prices ruled much higher, as much money was actually realized by the settlers as from the more bountiful harvest of the previous year. For comparison with other years see page 72.

**Dairying.** The dairy industry in Manitoba is making very rapid strides. Creameries and cheese factories are established throughout the country, whose output is annually increasing. There were 2,245,025 pounds of butter produced in the province in 1896, of which 1,469,025 pounds were dairy butter, and realized good prices. The output of cheese amounted to 986,000 pounds.

A Cheese Factory.

**Cost of an Acre of Wheat.** A careful estimate made by Mr. Bedford, the superintendent of the Government Experimental Farm at Brandon, of the cost of growing an acre of wheat is $7.87 (£1 12s. 4d.). This was the result of an actual experiment on a yield of twenty-nine bushels. The items of cost are : Ploughing once, $1.25 (about 5s.) ; harrowing twice, 20 cents (10d.) ; cultivating twice, 40 cents (1s. 8d.) ; seed, 1½ bushels) 75 cents (about 3s.) ; drilling, 22 cents (11d.) ; binding, 33 cents (about 1s. 4d.) ; cord, 20 cents (10d.) ; stooking, 16 cents (8d.) ; stacking 60 cents( about 2s. 6d.) ; threshing, $1.46 (6s.) ; teaming to market, 4 miles, 29 cents (about 1s. 2½d.) ; two years' rent or interest on land valued at $15 per acres at 6 per cent, $1.80 (about 7s. 5d.) ; wear and tear of implements, 20 cents (10d.)—a total of $7.87 (£1 12s. 4d.)

**Fruit.** In all parts of the province, strawberries, raspberries, currants and other berries grow in profusion. Plums and apples of certain varieties can be grown, but at present they are more profitably supplied from Ontario, British Columbia and elsewhere.

**Fisheries.** The fishing industry carried on on many of the lakes is proving very profitable. Besides supplying the needs of the province in many varieties exporting to a considerable value is often done. Lakes Winnipeg, Manitoba and Dauphin are the principal lakes of the province.


**Grain Elevator, Manitoba.**

**Who should come, and when.** For information on these points read carefully what is said on the subject in the first portion of this pamphlet dealing with Canada as a whole. (See pages 7-32.) But the consensus of opinion is that the intending settler should arrive in Manitoba in the latter part of March.

The homestead regulations are subjoined, and give all information required.

All even-numbered sections, excepting 8 and 26, are open for homestead entry (160 acres) by any person sole head of a family, or any male over the age of 18 years.

**Entry.** Entry may be made personally at the local land office for the district in which the land to be taken is situate, or if the homesteader desires, he may, on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Ottawa, receive authority for some one to be named by the intending settler near the local office to make the entry for him. Entry fee, $10, or if cancelled land, $20.

**Duties.** Under the law, homestead duties are to be performed by three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year, without forfeiting the entry.

**Application for Patent.** Application may be made before the local agent, or any homestead inspector. Six months' notice must be given in writing to the Commissioner of Dominion Lands by a settler of his intention prior to making application for patent.

If the settler has money, he can find farms well improved and in advanced cultivation, when he can commence on as extensive a scale as he likes.

If he has but little means and desires to rent the first year he can get properties to suit him with or without teams, implements and seed, with the owner ready to assist him. As teams and implements can be bought on liberal terms by paying from a quarter to a third down, as land can be got anywhere by giving a portion of the crop as first payment; and as seed can be got on time by giving a mortgage on the crop, a start can easily be made with little means; but to succeed under such circumstances, a good crop and fair prices, with great economy in the settler must follow. Other methods of settling are open to the emigrant, but these are most commonly adopted. In all cases, it is very advantageous to the settler to commence with a couple of milch cows, some pigs and poultry, as they are very easily kept through summer and winter, and are a great help towards keeping the family while the crops are growing. As is shown in another section, the settler should also see to it that in addition to his wheat crop, he should put in plenty of roots and vegetables for his own use, if not for sale. They grow with but little labour, and are a great assistance in housekeeping.

**Railway Lands.** As perhaps the largest holders of lands for sale in the province to-day are the Canadian Pacific Railway, it is desirable to know their terms and conditions of sale.

**Railway Land Regulations.** The Canadian Pacific Railway lands consist of the odd-numbered sections along the main line and branches, and in the Saskatchewan, Battle and Red River districts. The railway lands are for sale at the various agencies of the company in the United Kingdom, Eastern Canada and the North-west Territories, at the following prices:—

Lands in the province of Manitoba average $3 to $6 an acre.

Lands in the province of Assiniboia, east of the 3rd meridian, average $3 to $4 an acre.

Lands west of the 3rd meridian, including most of the valuable lands in the Calgary district, $3 per acre.

Lands in Saskatchewan, Battle and Red Deer River Districts, $3 per acre.

**Terms of Payment.** If paid for in full at the time of purchase, a reduction from the price will be allowed equal to 10 per cent on the amount paid in excess of the usual cash instalment

and a deed of conveyance will be given; but the purchaser may pay in ten equal instalments, including interest at 6 per cent, the first of such instalments to be paid at the time of purchase, the remaining instalments annually thereafter, except in case of actual settlers requiring the land for their own use, when the first deferred instalment shall fall due in two years from date of purchase, and the remaining eight annually thereafter. The purchase money and interest for 160 acres at $3 per acre, on nine years' time, would be ten equal payments of $61.52 each. For other quantities and at other prices the payments would be proportionate.

The company reserves from sale, under the regulations, all mineral and coal lands, and lands containing timber in quantities, stone, slate and marble quarries, lands with water-power thereon, and tracts for town sites and railway purposes.

Mineral, coal and timber lands and quarries, and lands controlling water-power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.

Liberal rates for settlers and their effects are granted by the company over its railway.

As other railway companies and large holders sell on something like the same terms, the one set is a very good illustration of them all.

**MANITOBA CROPS FROM 1893 TO 1896.**

WHEAT.

| Year. | Acreage. | Yield per Acre. | Total Yield. |
|---|---|---|---|
| | | bush. | bush. |
| 1893 | 1,003,640 | 15·56 | 15,615,923 |
| 1894 | 1,010,186 | 17 | 17,172,883 |
| 1895 | 1,140,276 | 27·86 | 31,775,038 |
| 1896 | 999,598 | 14·33 | 14,371,806 |

OATS.

| | | | |
|---|---|---|---|
| 1893 | 388,529 | 25·28 | 9,823,935 |
| 1894 | 413,686 | 28·8 | 11,907,854 |
| 1895 | 482,658 | 46·73 | 22,555,733 |
| 1896 | 442,445 | 28·25 | 12,505,318 |

BARLEY.

| | | | |
|---|---|---|---|
| 1893 | 114,762 | 22·11 | 2,547,653 |
| 1894 | 119,528 | 25·87 | 2,981,716 |
| 1895 | 153,839 | 36·69 | 5,645,036 |
| 1896 | 127,885 | 24·08 | 3,171,747 |

As has been mentioned elsewhere, the small acreage, &c., of 1896, was the result of the unusually large crop of the season before. It was not fully harvested until the ground froze up and left no time for fall ploughing for the crop of 1896. As it happened, the spring of 1896 was also unusually late, occasioned by the heavy rains. This forced much of the seed to be sown on the stubble without any ploughing at all, and from this kind of sowing come the averages given—a yield that could be got in few other countries from the same hurried and imperfect cultivation.

## TABLE SHOWING RESULT OF DAIRY TEST AT THE WINNIPEG INDUSTRIAL EXHIBITION ON THURSDAY, 18TH JULY, 1895, UNDER THE FOLLOWING CONDITIONS:

"CLASS 24—SPECIAL BY THE PURE BRED CATTLE BREEDERS' ASSOCIATION OF MANITOBA AND NORTH-WEST TERRITORIES."

"The following rules to govern:—

"Competition is open to cows, any age, any pure breed; certificates of registration in recognized herd book to be produced when called for. Exact age of cow in "years, months and days from birth to date of last calving, and number of days from last calving to date of test, to be furnished when making entry. The test to "take place on Thursday of the show week, the Judge, or such person as he may name, to see that each cow is properly milked at 6 o'clock, p.m., on Wednesday. "Exhibitors to feed, water and care for their own stock as they see fit. The Judge, or such person as he may name, to see the cows milked, and each cow's milk "weighed. The percentage of butter fat to be ascertained by the Babcock tester. The award to be made in favour of the cow producing the greatest amount of "estimated commercial butter, 80 per cent butter fat.

| Name. | Breed. | Owner. | Years, months, days. | Days since calving. | Thursday Morning. | | | Thursday Noon. | | | Thursday Evening. | | | Total lbs. of Milk. | Lbs. of Butter Fat. | Butter. | Prize. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Lbs. of Milk. | % of Fat. | Lbs. of Fat. | Lbs. of Milk. | % of Fat. | Lbs. of Fat. | Lbs. of Milk. | % of Fat. | Lbs. of Fat. | | | | |
| Maud | Ayrshire | J. S. Cochrane | 7 | 4 | 7·75 | 4·7 | ·35 | 17·00 | 3·9 | ·66 | 8·75 | 4·0 | ·35 | 33·50 | 1·37 | 1·71 | 3 |
| Pride of S. B. | Shorthorn | R. L. Lang | 5·8 | 10 | 14·00 | 4·6 | ·66 | 28·75 | 3·0 | ·86 | 14 00 | 4·6 | ·64 | 56·75 | 2 16 | 2·70 | 2 |
| Tempest | Holstein | Christie & Ferris | 12 | 35 | 10·00 | 3·8 | ·38 | 19·75 | 2·8 | ·55 | 12·50 | 3·4 | ·42 | 42·25 | 1·35 | 1·69 | 4 |
| Tempest 3rd | " | Christie & Ferris | 7 | 5 | 9·50 | 3·4 | ·32 | 19·25 | 2·8 | ·53 | 9·50 | 3·0 | ·28 | 38·25 | 1·13 | 1·41 | 6 |
| Daisy T. 2nd | " | Jas. Glennie | 4 | 18 | 22·00 | 5·0 | 1·10 | 32·50 | 2·75 | ·89 | 17·75 | 3·6 | ·63 | 72·25 | 2·62 | 3·27 | 1 |
| Beauty | Ayrshire | Mrs. Hemsworth | 10·1·29 | 39 | 6·75 | 4·5 | ·30 | 16·75 | 3·5 | ·58 | 7·75 | 4·0 | ·31 | 31·25 | 1·19 | 1 48 | 5 |

Cattle, Lake Manitoba.

**Helpful Notes.**

The country is everywhere free of stumps and stones, and but little draining is required owing to the porous nature of the soil and the configuration of the country.

There are boards of trade in the chief cities and towns of the country that make a study of its commercial and agricultural requirements, and indirectly do good service to the agricultural classes.

There are forty-seven agricultural societies in the province receiving about $325 apiece annually from the Government to aid them in making up prize-lists for their yearly fall shows. Besides these there is an annual provincial exhibition.

At the twenty-four Farmers' Institutes, scattered over the country, at meetings, at regular intervals, all the improved methods of farming, cattle raising and dairying are discussed, and these discussions are of considerable value to those newly arrived in the western country.

The Government in addition to taking official precaution against the spread of diseases in horses and cattle from contact with animals across the line, take measures to prevent the spread of noxious weeds on the farms.

The Government encourages, by the grant of a sum of money, the maintenance of a poultry association; this leads to the improvement in poultry breeds that places the province in the front rank.

One of the best evidences of the success of agriculturists in Manitoba is that resident farmers invest every dollar they can spare from time to time in buying more land for themselves and their families.

During certain months, during harvesting and threshing a good man can usually get from $30 to $35 a month and his board, but a yearly engagement with a farmer is a matter of chance and negotiation. A man and his wife, if the latter understands the necessities of a farm are sometimes asked for.

Out of the 100,000 head of cattle shipped from Montreal to Great Britain from the country last season, Manitoba and the Northwest furnished 28,000, or more than the one-quarter.

Manitoba now ships large quantities of butter and flour to China, and last year it sent 6,500 tons of flour to Australia.

As an evidence of the growth of intelligence in the country there are sixty-three newspapers published in it, one for every 4,000 people, showing that many read three or four newspapers.

There are no castes or classes in this country, all are equal, and the highest positions in the gift of the country are open to any man who fits himself for it and has gained the general esteem of the people.

**How to Reach the Canadian West.**

Colonists having arrived in Canada at Quebec or Montreal in summer, or Halifax or St. John, N.B., in winter travel to new homes in Ontario, Manitoba, the Territories, or British Columbia by the Canadian Pacific Railway direct. Settlers from the Eastern States travel via Montreal, Prescott or Brockville, and thence by the Canadian Pacific; but if from Southern and Western New York or Pennsylvania via Niagara Falls, Toronto and North Bay, thence Canadian Pacific Railway; those from the Middle States either by Toronto and North Bay, or by Sault Ste. Marie or Portal, Assiniboia, via St. Paul; from the Western States by Portal (or, if for Manitoba, by Gretna, Man.); from the Pacific Coast States by Vancouver, Huntingdon, B.C., Osoyoos or Kootenay. On the same fast trains with the first-class cars are colonist cars which are convertible into sleeping cars at night having upper and lower berths constructed on the same principle as those of first-class sleeping cars, and equally as comfortable as to ventilation, &c. They are taken through, without charge, all the way from Montreal to Manitoba. No other railway can do this. No extra charge is made for the sleeping accommodation. Second-class passengers, however, must provide their own bedding. If they do not bring it with them, a complete outfit of mattress, pillow, blanket and curtains will be supplied by the agent of the company at the point of starting, at a cost of $2.50—ten shillings. The curtains may be hung around a berth, turning it into a little private room. In addition to this, men travelling alone are cut off from families by a partition across the car near the middle, and smoking is not permitted in that part of the car where the women and children are.

The trains stop at stations where meals are served in refreshment-rooms, and where hot coffee and tea and well-cooked food may

be bought at very reasonable prices. The cars are not allowed to become overcrowded, and the safety and welfare of passengers are carefully attended to. Every possible care is taken that the colonist does not go astray, lose his property, or suffer imposition. Where a large number of colonists are going to the west together special fast trains of colonist sleeping cars are despatched.

No other railway in America offers such good accommodation to colonist passengers.

All trains are met upon arrival at Winnipeg, or before reaching that city, by the agents of the Government and the Canadian Pacific Railway Company, who give colonists all the information and advice they require in regard to their new home.

In cases where some locality for settlement has been selected, at which friends are awaiting them, they are shown how to proceed directly to that point. If they have not decided upon such locality, but intend to seek a home somewhere further west, every information can be obtained at the Land Office in Winnipeg.

Special round-trip explorers' tickets can be obtained at the Company's Land Office, the full price of which will be refunded if the holder purchases 160 acres or more. In this way, land hunters are enabled to make a personal inspection of the land free of cost to themselves.

Most men wish to examine and choose for themselves the section which seems to them the most suitable, and this is strongly recommended in every case. They are assisted in doing this by officials appointed by the Government for the purpose. Meanwhile the family and baggage can remain at the Government immigration house in safety and comfort. Providing themselves with food in the city markets, they can cook their own meals upon the stoves in the house, and with the bedding that has served them during their journey, they can sleep in comfort in the bunk bedsteads with which the rooms are fitted. Should they prefer, however, to stop at an hotel, they will find in Winnipeg public houses of all grades, where the total cost for each person varies from $1 (4s.) to $3 (12s.) a day, according to circumstances, and boarding houses are numerous, at which the charges are somewhat lower.

It sometimes happens that the intending settler has not much more than sufficient money to carry him as far as Winnipeg. In that case, he will be anxious to begin immediately to earn some money. The Dominion and Provincial Governments have each an agency at Winnipeg whose business it is to be informed where labour is needed. Societies representing almost all the nationalities of Europe have been formed in Winnipeg, and will welcome and see to the welfare of their respective countrymen.

At certain seasons farmers are on the lookout for able men and pay good wages, generally averaging $15 (£3) to $20 (£4) per month and board, and during harvesting as high as from $25 to $40 per month and board is paid. The girls of a family usually find employment in Winnipeg and other towns, in domestic service, in hotels, shops, factories and establishments employing female labour. Good wages are paid to capable girls, and little time is lost in getting a situation.

**Customs Regulations.**

Settlers' effects, viz. :—Wearing apparel, household furniture, books, implements and tools of trade, occupation or employment, guns, musical instruments, domestic sewing machines, typewriters, live stock, bicycles, carts and other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery, or articles imported for use in any manufacturing establishment, or for sale, also books, pictures, family plate or furniture, personal effects and heirlooms left by bequest ; provided that any dutiable article entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty, until after twelve months' actual use in Canada ; provided also that under regulations made by the Controller of Customs, live stock, when imported into Manitoba or the Northwest Territories by intending settlers shall be free, until otherwise ordered by the Governor in Council.

Settlers arriving from the United States are allowed to enter duty free stock in the following proportions :—One animal of meat stock or horses for each ten acres of land purchased or otherwise secured under home-

stead entry, up to 160 acres ; and one sheep for each acre so secured. Customs duties paid on animals bought in excess of this proportion will be refunded for the number applicable to an additional holding of 160 acres, when taken up.

The settler will be required to fill up a form (which will be supplied him by the customs officer on application) giving description, value, &c., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath :—

I.....do hereby solemnly make oath and say, that all the goods and articles hereinbefore mentioned are, to the best of my knowledge and belief, entitled to free entry as settlers' effects, under the tariff of duties of customs now in force, and that all of them have been owned and in actual use by myself for at least six months before removal to Canada ; and that none of the goods or articles shown in this entry have been imported as merchandise or for any use in manufacturing establishment, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada.

Sworn before me at.....
.....day of.....189

The following oath shall be made by intending settlers when importing live stock into Manitoba or the North-west Territories, free of duty :—

I.....do solemnly swear that I am now moving into Manitoba (or the North-west Territories) with the intention of becoming a settler therein, and that the live stock enumerated and described in the entry hereunto attached, is intended for my own use on the farm which I am about to occupy (or cultivate) and not for sale or speculative purposes, nor for the use of any other person or persons whomsoever.

**Quarantine of Settlers' Cattle.**

Settlers' cattle when accompanied by certificates of health to be admitted without detention, when not so accompanied they must be inspected. Inspectors may subject any cattle showing symptoms of tuberculosis to the tuberculin test before allowing them to enter.

Any cattle found tuberculous to be returned to the United States or killed without indemnity.

Sheep for breeding and feeding purposes may be admitted subject to inspection at port of entry and must be accompanied by a certificate signed by a Government inspector, that sheep scab had not existed in the district in which they had been fed for six months preceding the date of importation. If disease is discovered to exist in them they may be returned or slaughtered.

Swine may be admitted when forming part of settlers' effects when accompanied by a certificate that swine plague or hog cholera have not existed in the district whence they came for six months preceding the date of shipment, when not accompanied by such certificate they must be subject to inspection at port of entry. If found diseased to be slaughtered without compensation.

**Freight Regulations on the Railway.**

A.—Carload of Settlers' Effects, within the meaning of this tariff, may be made up of the following described property for the benefit of actual settlers, viz. : Live stock, any number up to but not exceeding ten (10) head all told, viz. : Horses, mules, cattle, calves, sheep, hogs ; household goods and personal property (second-hand) ; wagons or other vehicles for personal use (second-hand) ; farm machinery, implements and tools (all second-hand); lumber and shingles, which must not exceed 2,500 feet in all, or the equivalent thereof ; or in lieu of, not in addition to, the lumber and shingles, a portable house may be shipped ; seed grain ; small quantity of trees or shrubbery ; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey.

B.—Less than carloads will be understood to mean only household goods second-hand ; wagons or other vehicles for personal use (second-hand), and second-hand farm machinery, implements and tools. Less than carload lots should be plainly addressed.

C.—Merchandise, such as groceries, provisions, hardware, &c., also implements, machinery, vehicles, &c., if new, will not be regarded as settlers' effects, and if shipped will be charged the company's regular classified tariff rates.

D.—Should the allotted number of live stock be exceeded, the additional animals will be taken at the ordinary classified rates, over and above the carload rates for the settlers' effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of live stock. (These ordinary tariff rates will be furnished by station agents on application.)

E.—Passes.—One man will be passed free in charge of live stock when forming parts of carloads, to feed, water and care for them in transit. Agents will use the usual form of live stock contract.

F.—Top Loads.—Settlers are not permitted, under any circumstances, to load any article on the top of box or stock cars ; such manner of loading is dangerous, and is absolutely forbidden.

Oatfield near Brandon, Manitoba.

G.—Carloads will not be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

H.—Carload Rates.—The rates shown in the column headed "Carloads," apply on any shipment occupying a car, and weighing 20,000 pounds (10 tons) or less. If the carloads weigh over 20,000 pounds, the additional weight will be charged for at proportionate rates. (Example: $205 "per car" is equivalent to $1.02½ per hundred pounds, at which rate the additional weight would be charged).

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## PROFESSIONAL OPINIONS.

**Professor Tanner's Opinion.**

Prof. Tanner, one of the best known authorities on agriculture in Great Britain, says: "I am bound to state that, although we have hitherto considered the black earth of Central Russia the richest soil in the world, that land has now to yield its distinguished position to the rich, deep, black, soils of Manitoba and the North-west Territories. Here it is that 'the champion soils of the world' are to be found."

**Professor Fream's Opinion.**

Professor Fream, of the Royal Agricultural College, Cirencester, England, says: "Nothing in connection with the North-west is, perhaps, more misapprehended at home than the nature of its climate. Old notions, and particularly erroneous ones die hard. That in the North-west the thermometer as a rule gives higher readings in the summer and lower in the winter than we are accustomed to in the old country is perfectly true, but in estimating the character of a climate it is wrong and misleading to be guided by the thermometer alone. The atmosphere possesses other properties besides temperature; it can tell a tale to other meteorological instruments besides the thermometer. On physical grounds, it is easy to understand how the dwellers in the North-west can endure a winter temperature which in our own climate would be intolerable—the dryness of the atmosphere is their protection.

"Moreover, the frost which locks up the land for months in the winter is really a serviceable friend to the prairie farms. The moisture which permeates the soil expands in the act of freezing, and this causes a minute separation or disruption amongst the particles of ploughed earth, so that when the thaw comes they fall apart in a desirable state of tilth which it is well nigh impossible to bring about by the work of any agricultural implement. Frost is a good servant to farmers, and one that works without pay."

## SETTLERS' OPINIONS OF THE COUNTRY.

The following are extracts from the reports of Mr. Reuben Shelton, of the Grange Farm, Ruddington, Nottingham, England, who was one of the delegates sent out by the English farmers:—

"After having travelled across the Dominion of Canada, from the eastern coast to the western, a distance of over 3,000 miles, and having been driven over more than 1,000 miles of her agricultural districts, I can conscientiously say (and I have all through felt the responsibility of my position as a delegate) that I like her land, I like her laws, and I like her people. Of the general high standard of quality of the land, I do not believe there can be any doubt in the mind of men who have had the privilege of seeing so much of it as I have done. There are without doubt many millions of acres of a fine, black soil, easy working, fertile land awaiting settlement in the north-western territories as the most fastidious farmer could wish to cultivate.

"From the abundance of testimony of settlers who have been out farming in Canada for the last ten or fifteen years, together with what I have seen, I am quite convinced that many a man there has been getting a very satisfactory return for his labour and small amount of capital, while many have been struggling and failing in the attempt to make ends meet in the old country, where successful farming generally is now a thing of the past. I feel every confidence in recommending Canada to the notice of all classes of British agriculturists, but especially to young, strong men, with or without capital, who are blessed with habits of sobriety, industry and perseverance."

Lippentott, Oct. 30th, 1895.

**British Settlers' Testimony.**

I came from Northumberland county, England, eleven years ago. I had no capital and had to hire out first. I took up a homestead and have now the patent for the same 160 acres of land, it being the N. E. 2-11-29. I had 55 acres crop and 15 summer-fallowed. The wheat yielded 18 bushels, oats 49 bushels per acre. I have four head of horses.

JOHN DONAHOE.

Hamiota, Nov. 3, 1895.

I came from Wexford county, Ireland, in the fall of 1881, to this part of Manitoba, and took up a homestead and pre-emption the 17th March, 1882. I performed the homestead duties and got the title of a free homestead in 1885. I then entered for a second homestead. I got what was my pre-emption as a second homestead, and have now completed the duties on that. I am now applying for the title for this second free homestead, it being 320 acres of land

free from the Dominion Government. This past season I had about 110 acres in crop, and some of the wheat yielded 40 bushels per acre. I am well satisfied with my prospects in Manitoba.

RICHARD BOLTON,
of S½ Sec. 24-14-25 W.M.

Carberry, Oct. 20th, 1895.

**Scandinavian Settlers' Testimony.**

We have a fine district around Carberry. The soil is easily cultivated; there are no stones, and the soil is suitable for all kinds of grains. We had a very fine harvest this year. It has been fine growing weather here the whole summer. There are seven Scandinavian families settled in the vicinity of Carberry, and they are all farmers. There are a number of Scandinavians working for the farmers around here, and that is the class of people we need in Manitoba. As for myself I wish to say that I worked in the country in Denmark until I was 21 years of age, and then left for Canada, and worked for farmers in Ontario for 6½ years, and after that went to Manitoba in 1879, and took the homestead where I now live with my wife and six children. We have also bought 160 acres of Canadian Pacific Railway land. Thus we have now 320 acres, together with cattle and implements; the total value of which is about $7,000. Let us hear from any one who has done better.

MUSSEN.

Baldur, Man., 30th October, 1896.

In the fall of 1893, I emigrated from Iceland and reached this colony without money and almost without "a shirt to my back." I was indebted to the extent of about $30 for fares, &c. As soon as I arrived here, I started work in the harvest field for $1.00 per day and board. I am now possessed of 30 acres of good land on which I have built a comfortable house, a stable, and a henhouse. All my property is now valued at $750. Those who are acquainted with my condition in Iceland can judge of the probability of a man's chance in that country of making progress equal to this in two years.

HANS KRISTJANSEN.

Plumas P.O., Man., Nov. 10, 1895.

I have lived in Richmond Township, Municipality of Westbourne, for over eighteen years. When I arrived in this province I had only a few hundred dollars capital. Seventeen years ago I bought a quarter section on which I have since lived; have also purchased an adjoining quarter section. This year I had 145 acres under cultivation. My buildings consist of stabling for about 40 head of cattle, implement sheds, granary room for 4,000 bushels of grain and a comfortable house. These buildings are insured for $1,200. I have a band of 20 horses, good general purpose stock, 25 to 30 head of cattle and about a dozen pigs, besides poultry. This year I had 70 acres of wheat, 16 of barley and 30 of oats, which yielded 2,000 bushels of wheat, 400 of barley and 1,250 of oats. I do not stable my cattle, but provide them with sheds and let them run out among the straw stacks. Horses winter on the prairie here until Christmas. In all my experience here of eighteen years I have only had my crop touched with frost once, in 1884, and then it brought 50 to 55 cents per bushel. The climate and soil are all right. There is an abundance of water and rich pasturage in this neighbourhood and a choice market and comparatively near at hand. If a man comes to this country willing to work he can make a good living.

JAMES ANDERSON.

Kola, October 3rd, 1895.

I came from Lambton County, Ontario, Canada, in the year 1889, and took up a homestead the 25th May, 1889, it being the north-west quarter of section 12-9-29, about 17 miles from Elkhorn on the Canadian Pacific Railway. My time is overdue now to have my title for the free homestead. I did not apply for it yet as I had no opportunity, but I was in no great hurry for that. I have four horses; about 100 acres have been cropped in 1895. The wheat yielded 25 bushels per acre. I have not threshed all the oats yet, but what was threshed yielded 40 bushels per acre. I had about $500 worth of stock and farm implements when I came to the country.

JAMES McGILL.

J. F. Hogan, the well-known Irish-Australian member of the Imperial Parliament for Mid-Tipperary, says: "Manitoba is a most progressive province. It receives emigrants from all quarters of the world, and is therefore a most cosmopolitan community. It has an immense and very fertile territory, which is now being filled up by good emigrants. I was very pleased with the various settlements I visited in Manitoba, and I venture to prophesy that it will shortly be one of the most prosperous and populous sections of the British Empire."

Willow Bank Farm, Nov. 25.

I came from Glasgow, Scotland, and have been farming in this district for nearly 15 years. Have had always goods crops of wheat, but as I am engaged in mixed farming, do not grow much of that cereal. Cattle and sheep do well and fatten on the prairie grass, but with a small grain ration are much improved and are eagerly picked up by shippers for the English market. My capital on reaching this country was less than $1,000 (£200), but $600 now would have as much purchasing power as the former sum in 1882. I own a half section of land, 35 head of cattle, 8 horses, a full line of

implements and a good dwelling house. The climate is very healthy. We have a family consisting of ten children, but have never been under the necessity of requiring the services of a doctor. There is still a number of free homesteads within easy distance of Elkhorn, and railway lands can be bought near town at $3 per acre, on easy terms. I say to the industrious, come, there is room for thousands of tillers of the soil in this great country. I will be pleased to give any information required.

ROBERT BICKERTON.

Hartney, Nov. 22.

I left County Grey, Ontario, for Manitoba in the spring of 1882, my only capital being one team of horses. Working the first season on the railway, I took up this homestead and broke twenty acres in 1883. From this time on I have increased the property year by year, and now own 480 acres, 320 of which I cropped last year, and averaged 37 bushels of wheat per acre, 60 of oats, and 45 of barley. I have 19 horses and $3,000 worth of building improvements on my homestead. I am satisfied that there is no other country that offers the same chances to hard-working men with small capital as Manitoba, and those having capital, of course, can do better.

WILLIAM BARBER.

Lucas, Nov. 2, 1895.

I came from Essex County, England, in 1890 with a young family of 8 children. I had no capital, and landed in Montreal with only $20. I had to subsist on that and on what I earned. I came to this part of Manitoba and took up a homestead in June, 1891, commenced the improvements that same season. I then broke 25 acres. Now, this season I had 65 acres in crop. I have not threshed yet, but I expect to have at least one thousand bushels of wheat and at least seven hundred bushels of oats. I have about 80 bushels of potatoes. I have 8 horses, 1 colt and 13 head of cattle. I have a house 10x20 ft., worth $140, also an addition 12x12 ft. I am about building a stone house. I have 2 stables and granary and 25 acres fenced. I am satisfied with my prospects in Manitoba, and I am certain that my fellow-countrymen would do well in this country.

SAMUEL RICHARDSON,
of 22-14-25.

"Westhome Farm,"
Gladstone P. O., Man., Nov. 1, 1895.

I came to this province in March, 1888, and began farming on Sec. 9, Tp. 15, range 12, in the municipality of Westbourne, township of Blake. I brought out material for a house in one car, and settlers' effects in another. I occupy a whole section of land and it is all inclosed by fence. I have about 225 acres at present under cultivation. I had about 150 acres under crop this year. My threshing statement is as follows:—Wheat, 3,353 bushels; oats, 1,390; barley, 446; flax, 14; total, about 5,200. By weight the wheat over-runs about 12 bushels to the hundred, oats weigh about 90 pounds to the bag. All the work in connection with raising this amount of grain was done by two men, except the assistance of a boy of 15 years for a little over a month, during cutting and stacking. There is no part of the province that I know of that is as well suited for mixed farming as the county of Westbourne. There is an abundance of natural hay, and grain of the best quality can be raised. I have never gone extensively into stock. At present I have eight head of horses, 22 head of cattle and a few pigs. I have pasture inclosed for my stock and do not allow them to run at large. The supply of water on my place is equal to the best I ever found in Ontario. Good wells can be had by digging 10 feet. The soil is a black sandy loam, very productive and very easily worked. Four small horses can easily plough from four to five acres in a day with a gang plough. I believe in summer-fallowing and hope in future always to have at least 75 or more acres and never to take off more than two consecutive crops.

The chief town in this county is Gladstone, on the M. & N. W. Railway. This town suffered from the effects of the boom, but is now making substantial progress. R. Muir & Co. have recently erected a first-class roller mill, supplied with the latest and most improved class of machinery. Westbourne in the east and Midway in the west are both rising towns. Midway this year has had three elevators put up.

W. J. EMERSON.

G. N. STEWART.

If further direct testimony is desired, apply to the High Commissioner, 17 Victoria St., S.W. London, or to the Commissioner of Immigration at Winnipeg, Manitoba, for a copy of the book, "A Few Facts," which contains the answers of a number of western settlers to a series of questions put to each of them.

Range Cattle, N.W.T.

# NORTH-WEST TERRITORIES

THE North-west Territories of Canada comprise the larger portion of the Dominion outside the boundaries of the different provinces. This vast portion of the North American continent was, until comparatively lately, an almost unknown region, ruled over by the Hudson's Bay Company, and popularly looked upon as an inhospitable country, good for nothing but the production of fur, and affording inducements only to the hardy explorer or searcher after big game.

With the acquirement by the Dominion of Canada of the rights of the Hudson's Bay Company in 1870, and the formation of the province of Manitoba out of a small portion of the Territories, came more enlightened knowledge of the natural advantages which the newly-acquired portion of the Dominion offered to those in search of homes, and of the existing favourable conditions for agricultural or pastoral pursuits, and the rapidly extending limits of settlement and railway construction, together with intelligent exploration and systematic observation of climatic conditions, which have since taken place, now enables us to realize and confidently assert, that within these Territories is situated the largest unoccupied areas of good land on the North American continent. In this extensive settlements have been made and large districts await only the transforming influence of the industrious husbandman to be converted into happy and prosperous homes.

**Extent.** The North-west Territories extend from the International Boundary, or 49th parallel of latitude on the south, to the Arctic Ocean on the north, and from Hudson's Bay on the east to the Rocky Mountains on the west. This vast extent of territory, covering an area of some 1,402,800 square miles, and embracing some twenty degrees of latitude and fifteen degrees of longitude, naturally includes within its limits many districts, of great extent in themselves, which show marked differences from each other in climatic and topographical features. In attempting to give any adequate description of the Territories as a whole, the natural divisions as marked by these differences should, of course, be

dealt with separately, but for present purposes it is only necessary that those portions of the Territories which are within the limits of the present trend of settlement, and which offer favourable inducements to the incoming settler should be described. These portions are embraced in the area bounded on the east by the province of Manitoba, on the west by the province of British Columbia, on the south by the International Boundary, and extending north up to about latitude 54° 30'.

An Indian grave on the prairie.

The area in question, though vast as compared with some of the present provinces of the Dominion, or older European countries, comprises but a small part of the whole North-west Territories of Canada, and should properly be designated as the Western Territories of Canada, to distinguish it from the great extent of country extending far to the north and north-east, where the climate, soil, and other natural conditions preclude the possibility of settlement for agricultural or pastoral pursuits in the near future.

**Divisions.** The more fertile portion of the Territories in question has been divided by nature into two distinct divisions exhibting marked differences in physical features and climatic conditions. The southern half is contained within the great plains or prairie region of Western America, while the northern half exhibits the transition from open prairie or plains to the timbered regions of the north, being park-like in its character, with alternate wooded and prairie portions. Both of these divisions, however, offer special advantages to the homeseeker, but these advantages do not in any way clash with each other when properly understood. In the prairie or plains region, which, within a comparatively few years, formed the grazing ground of vast herds of buffalo, the settler who desires to confine himself to pastoral pursuits will find many locations where the luxuriance of the growth of the native grasses and the unlimited pasturage, the small snowfall and the mild winters afford every opportunity for successful effort in that direction, while the northern district offers to the farmer proper, rich soil and better opportunities to embark in grain raising and mixed farming.

In the year 1882 it was found advisable for administrative purposes to divide the portion of the Territories, above described, into four provisional districts, named respectively Assiniboia, Alberta, Saskatchewan and Athabasca. In proceeding to a more detailed description of the country it will be found convenient for reference to deal with each of the three first districts separately, passing over for the present, any reference to the latter district, as it comprises a portion of the Territories within the limits of that part described above as being beyond the trend of probable settlement in the near future.

In describing the different districts it will be understood that as the boundaries between them are arbitrary lines and not natural features such as rivers or mountains the description of the portion of one district adjoining the boundary between it and the next, will naturally suit either one, and some repetition in descriptions is therefore unavoidable. The detailed remarks given below will be best understood by referring to the accompanying map.

## ASSINIBOIA.

The District of Assiniboia has a length of about 450 miles east and west, by about 205 miles north and south, and contains an area of 89,535 square miles. It is bounded on the east by the province of Manitoba, on the south by the International Boundary, on the west by the District of Alberta, and on the north by the District of Saskatchewan. (See map.) The greater part of the plains or prairie portion of the Territories referred to in the general description given above, is situated in this provisional district, but the eastern and western portions of the district

**The Thresher.**

show marked difference both in climate and topographical features. The main **Railways.** line of the Canadian Pacific Railway extends from east to west almost through the centre of Assiniboia, and branch lines of this road extend from Moose Jaw to the south-east corner of the district and from Regina to the north through the central portion. The Manitoba and North-Western Railway also extends into the north-eastern portion of the district from Manitoba, and present requirements in the way of transportation are thus well provided for.

A shady spot.

**Rivers.** The South Saskatchewan River, one of the important streams of the western Territories enters Assiniboia almost midway on its western boundary, and after flowing nearly due east for about two hundred miles, turns at almost a right angle to the north, leaving the district about the middle of its northern boundary.

The Qu'Appelle River, which heads almost at the point where the Saskatchewan River turns to the north, flows to the east and becomes a stream of considerable size before crossing the eastern boundary of the district into Manitoba. These two rivers are the principal waterways of the district, but there are many other smaller streams in particular localities which are referred to in the local descriptions given further on.

## EASTERN ASSINIBOIA.

**Grain Country.** The eastern portion of Assiniboia, for a distance of some 120 miles west from its eastern boundary is practically a continuation to the westward of the grain-growin areas of Manitoba, and although the soil is somewhat lighter than the deep black loam of the Red River valley, it is very warm and productive. Within this portion of the district settlement has rapidly extended, and many thriving towns have sprung up along the main line of the Canadian Pacific Railway, among which may be mentioned Moosomin, Grenfell, Wolseley, Indian Head and Qu'Appelle, and on the line of the Manitoba and North-Western Railway, Saltcoats and Yorkton. This portion of the district shows the gradual change from the wooded areas of Manitoba to the great plain region of the Territories, and in many places contains a park-like country, with alternate bluffs of poplar and willow, and open areas of prairie. The soil is a friable loam, easily worked and producing excellent crops of wheat, coarse grains and vegetables. The climate is cold in winter, with a considerable snowfall during the majority of years, but the summers leave little to be desired in an agricultural country, and cyclones or violent storms are so far unknown. In most portions of this part of the district, good water can be obtained at a reasonable depth, but in some localities water is rather scarce and hard to obtain.

**Mixed Farming.** This portion of Assiniboia offers special inducements to the intending settler who is desirous of embarking in grain raising and mixed farming, there being a good market for all kinds of grain, dairy produce, and beef or pork. The Territorial Experimental Farm is located at Indian Head, and ample milling, elevator and creamery accommodation has been provided in most of the towns and villages. Good homestead land is to be had in many localities, and the railway companies offer choice land for sale at reasonable prices, and on long terms of payment.

In addition to the Qu'Appelle River, the Assiniboine River, White Sand River, and many smaller streams intersect the northern portion of the district and in the south the Souris River, Pipestone Creek, Long Creek, and some minor streams are met. The valleys of all these streams afford favourable locations for settlement, those in the north being better adapted for grain farming than those in the south, where the more open country offers special advantages for graz-

Sheep in Western Canada.

ing and dairy industry. About the centre of the southern portion of this portion of Assiniboia, a marked topographical feature, known as Moose Mountains, occurs. This hill, or range of hills, which rise to a considerable elevation above the surrounding plains, is some thirty miles in length east and west and about fifteen miles north and south. Parts of the hills are thickly wooded and many small local watercourses head therein, and run down to the surrounding plains. The country along the base of these hills offers many favourable locations for mixed farming, and there is a considerable settlement in the vicinity, with a thriving village at the east end of the hills called Cannington Manor.

## WESTERN ASSINIBOIA.

The western two-thirds of Assiniboia is almost entirely composed of open plains, though broken here and there by ranges of hills. Here are to be found the towns of Regina (the capital of the Territories), and Moose Jaw, the Wood Mountains and the Cypress Hills, while near the eastern boundary is the valley of the Qu'Appelle River. The soil is rich, and mixed farming is carried on with gratifying results. The sections of country near Regina and Moose Jaw are suited for grain, stock and dairying, while from Swift Current west there is found a thick growth of what is known as "buffalo grass" affording excellent pasturage and rendering stock-raising a profitable occupation. The climate is temperate and cattle may pasture throughout the winter season. The soil, as above stated, is of an exceptionally fertile character and with ordinarily favourable conditions should return to the agriculturist a satisfactory reward for his labour. Coal, found in so many places in the North-west, abounds in Western Assiniboia, providing fuel gathered with comparatively little labour. The prairies of Western Assiniboia are relieved by two marked ranges or hills, which rise to a considerable height above the general elevation of the plains. The first of these is called Wood Mountain, situated near the international boundary, about the centre of the district. Settlement in this vicinity centres at present near the east end surrounding Willow Bunch Post Office. This locality affords abundant opportunities for stock-raising and dairy farming, and, with the introduction of branch railways, spreading gradually over the west, will soon become as well settled as are the districts now on the lines of railway. Considerable timber is found on parts of Wood Mountain, and good water is available in many places in that vicinity.

**Wood, Water and Grass.**

The second range of hills is situated in the south-western corner of Assiniboia. This range is called the Cypress Hills, and covers an area extending east and west about eighty miles north and south about twenty miles. The hills rise in places to an elevation of 1,000 feet above the adjoining plains and are much broken by deep ravines and coulées. On their eastern end there is not much timber, but as the western extremity is reached, the timbered areas extend until some large tracts of merchantable timber are met. This range of hills forms the main watershed for this portion of the prairie region, and owing to their elevation collect a precipitation probably three times as great as that of the plains below. This precipitation runs down to the plains in a large number of small streams, chief among which are Swift Current Creek, Whitemud River, Battle Creek, Bear Creek, Maple Creek, McKay Creek and Ross Creek. In many cases these streams disappear entirely after reaching the prairies, but on the upper portion of their length they afford a good water supply during the whole year.

**The Ranching Districts.**

The winters are much milder than in the eastern part of Assiniboia, the snowfall is very light, and cattle, horses, and sheep graze outside during the whole year.

The rainfall on the plains adjoining the hills is not as a rule abundant, but the large number of small streams heading in the hills and running down to the plains afford a good supply of water for irrigation, and by constructing cheap ditches this water is brought to the growing crops and exceedingly satisfactory results obtained. Many small irrigation systems of this character are now in operation and have been very successful particularly along the northern slope of these hills, and during the large majority of years owing to the absence

of summer frosts, corn, tomatoes, melons, and pumpkins do well.

Wheat, however, is not much grown in this section. There is already a very considerable settlement in the Cypress Hills district, the larger part of which is on the north slope of the hills along the line of the Canadian Pacific Railway, the chief business centre for the settlement being the small but thriving town of Maple Creek, situated about the centre of the northern slope on the railway in question.

**The Chief Town.** The town of Medicine Hat, which is a divisional point on the railway, is situated a short distance north-west of the hills, on the South Saskatchewan River, near the western boundary of Assiniboia. During the year 1896 there were some 30,000 head of cattle grazing in the Cypress Hills district, and upwards of 60,000 sheep. These cattle and sheep are largely made up of bands owned by individual settlers, many of whom began a few years ago in a very small way.

This portion of Assiniboia offers splendid opportunities for intending settlers who desire to go in for pastoral pursuits and dairy farming, and numerous choice locations can be had, where, by constructing a small irrigation ditch the settler is certain of good crops of cereals, vegetables and fodder every year, and the natural grazing advantages enable him to own a large number of cattle, sheep or horses which do not need any feed except for short intervals during exceptionally stormy weather in the winter months. The remaining portion of the plains region along the northern and north-western boundaries of Assiniboia afford excellent summer grazing grounds for cattle or sheep. Some favourable winter locations are to be found along the valley of the South Saskatchewan River, where a home ranch may be combined with summer pasturage on the adjoining prairie areas.

## ALBERTA.

The district of Alberta has a total length from north to south of some 430 miles and an average width from east to west of about 250 miles, and contains an area of 106,100 square miles. The district is bounded on the east by the districts of Assiniboia and Saskatchewan, on the south by the International Boundary, on the west by the province of British Columbia, and on the north by the district of Athabasca. (See map.)

Alberta comprises within its limits two divisions showing marked distinctions in topographical and climatic conditions. The southern half is an open rolling country, devoid of timber, except along the streams and in the foothills of the Rocky Mountains, while the northern half is more or less timbered throughout, the belts of timber being broken here and there by prairie openings, some of which are of considerable extent.

The advantages which the northern and southern portions of the district offer to the intending settler are so diverse in character, that it is customary to speak of them separately as "Northern Alberta" and "Southern Alberta," and it will probably conduce to a better understanding of the information given below to speak of the district under these divisions.

On the range.

### SOUTHERN ALBERTA

**Ranching and Dairying.** is essentially a ranching and dairying country and offers unequalled opportunities for effort in that direction. The district is composed of high, open plains, broken by the valleys of numerous large streams, which head in the Rocky Mountains and flow to the east, and the country becomes more or less rolling and hilly as the heads of these streams are ap-

proached. The valleys and bench lands produce a most luxurious and nutritious growth of native grasses, chief among which is the far-famed "bunch grass," and cattle, horses and sheep, graze outside during the whole year. The soil of the district is, as a whole, a good rich alluvial loam. In places gravel and sandy ridges are met, but in the valleys the accumulated silt deposit of ages has produced a soil of the richest kind and of great depth.

**Attractive. Climate.**

The climate in Southern Alberta is one of its most attractive features, the winters being mild with very little snow, and the summers hot and dry. The rainfall in the district is small, averaging about 12 inches in the year, and while this amount of precipitation is not sufficient to ensure good crops in the majority of years, the aridity of the district constitutes its chief factor of value as a grazing country, the absence of rainfall during the late summer months causing the native grasses to become cured on the ground, retaining their nutritive qualities in such a manner that stock pastured thereon remain fat all winter. Cold and stormy weather is of course experienced at times during the winter months, but the prevailing warm winds which blow from the west, locally known as Chinook winds, rapidly dissipate any snow which falls and for days at a time cause a rise in the thermometer to almost summer temperature.

**Supply of Water.**

In Southern Alberta, irrigation is largely resorted to in producing grain and fodder crops, and by this means returns of a most satisfactory character are obtained. The large number of the streams flowing down from the mountains afford a bountiful supply of water for this purpose, and at the present time some three hundred miles of ditches and canals have been constructed to carry water for irrigation. These streams also afford an unfailing supply of pure and cold water for stock watering and dairy operations, and combined with the absence of flies during the hot summer months produce the best results in the production of butter and cheese.

**Railway Communication.**

Southern Alberta is traversed from east to west by the main line of the Canadian Pacific Railway, and from north to south by the Calgary and Edmonton Railway, and in addition a branch of the former line runs through the south-western portion from Lethbridge to Medicine Hat in Assiniboia, and from Lethbridge the Great Falls and Canada Railway extends to the south as far as the Great Northern Railway in Montana. Several important centres of trade are situated in Southern Alberta, chief among which is the city of Calgary, at the junction of the Canadian Pacific and Calgary and Edmonton Railways, and further to the south the thriving towns of Lethbridge and Macleod. At these points ample banking and business facilities are to be found, and several manufacturing industries have been commenced. The district now contains a large settlement of ranchers and dairy farmers, but many favourable locations are to be had by incoming immigrants who may desire to embark in either of these undertakings.

**The Chief Cities.**

## NORTHERN ALBERTA

is essentially an agricultural district, and while some portions of the district offer favourable openings for stock farming, the principal advantages of the district will ensure settlement by immigrants who desire to engage in grain farming, combined with small numbers of cattle, sheep and hogs, or mixed farming as it is commonly termed. During the past few years the larger portion of immigration into the Territories has gone into Northern Alberta, and the settlement in certain districts is already becoming intense enough to form thriving local centres of trade.

As has already been stated the district is more or less wooded, but in many parts extensive prairie openings are found and in almost all localities a sufficient area of open land can be obtained to enable the settler to commence farming operations without having to clear any land. The soil throughout the whole district is a heavy rich loam and the summer season is well adapted to the successful growth of all kinds of grain and vegetable and root crops. The winters are cold and there is usually sufficient snow to make good sleighing. Stock has of course to be fed during most of the winter months, but there is a bountiful supply of native hay in almost all localities.

A Garden near Edmonton, N. Alta.

**Railway Facilities.** The Calgary and Edmonton Railway runs north and south about midway in the district up to the Saskatchewan River, and most of the new settlement has taken place in the immediate vicinity of this road. Large settlements have, however, been formed on the north side of the river in the vicinity of the Sturgeon River, and to the east near Beaver Lake and the Battle River.

**The Chief Town.** The town of Edmonton, which is situated on the Saskatchewan River at the point where it is reached by the railway line, is in the centre of a thickly-settled locality, and in common with other centres which have rapidly sprung up throughout the district, affords facilities for all purposes of trade.

In addition to being the centre of the large agricultural settlement along the Saskatchewan River, and to the north of that stream, Edmonton is one of the largest markets for raw furs in North America. Fort Edmonton was the northern centre of the Hudson's Bay Company's fur trade a century ago, and has continued to be the source of supplies for trappers and traders, who in exchange bring the large catch of fur from the country between the Saskatchewan River and the Arctic Ocean to the town for sale.

**Farming and Gold Washing.** The Edmonton district is also the centre of placer mining for gold on the Saskatchewan River, an average of about $50,000 worth of gold having been washed each year from the bars and banks of the river for some years past. Placer mining in the district was commenced about the year 1863, and in the early days $10 to $15 per day was the average pay made by the miners; during recent years, however, the average has been about $1.50 per day. In 1896 over 200 men, many of whom were settlers in the district, were occupied in placer mining on the river, over a distance of about 100 miles on each side of the town of Edmonton. New interest has been lately aroused in the possibilities of this industry, from the fact that some Americans who made tests in 1896 found that only about ten per cent of the gold was saved by the hand "grizzlies" used by the miners.

**Rich Land.** These prospectors took away specimens of what is called "black sand," which they smelted by a special process and discovered that each grain of black sand was largely composed of platinum and gold, and when properly treated yielded very paying returns. This sand had formerly been washed back into the river by the miners who used pick, shovel, and grizzlie, but these recent discoveries, together with the confidence shown by those who have brought in extensive machinery to treat it, has attracted considerable attention to the Edmonton district, and the Saskatchewan placer mines, and the home market created by this mining development will probably accelerate the agricultural development in the district very materially.

**Other Settlements.** St. Albert, nine miles west of Edmonton is probably the oldest settlement in Alberta. The village of Fort Saskatchewan, twenty miles north-east of Edmonton is also the centre of large settlements. Along the line of the Calgary and Edmonton Railway, the other towns or villages are South Edmonton, Leduc, Wetaskiwin, Lacombe, Red Deer, Innisfail and Olds, all centres of prosperous settlements, while in the eastern portion of the district at Buffalo Lake, about 40 miles east of Lacombe and at Devil's Pine Lake, 18 miles from Innisfail, a number of stockowners have settled and own large herds of cattle and horses.

**To obtain Land.** Homestead lands may still be obtained near any of the towns mentioned, within easy distance of the railway, and the railway company hold desirable lands for sale at reasonable prices on easy terms of payment.

**Rivers.** Northern Alberta is well watered by the Saskatchewan River, the Red Deer River, and the Battle River with their many branches. The Athabasca River also enters the district on the north, and its branches, the Macleod and Pembina in the north-west portion of the district are the scenes of active placer mining operations during the summer months. Besides these rivers there are numerous lakes in almost every part of the district. Lac la Biche in the extreme north-east has a large settlement of half-breeds, Lac Ste. Anne in the north-west is another large lake where a

On Circle Ranche, Lethbridge, Alberta.

number of settlers are located. Beaver Lake, Saddle Lake, Egg Lake, Buffalo Lake, and Devil's Pine Lake, are other principal lakes near all of which settlements have been founded.

The rainfall in Northern Alberta during the summer months is sufficient to ensure good crops, and in the Edmonton district heavy yields of all kinds of grain and root crops of first-class quality are raised each year.

## SASKATCHEWAN.

The district of Saskatchewan embraces that portion of the North-west Territories lying to the north of the province of Manitoba and district of Assiniboia, and to the east of Alberta, and extending to the north up to the north boundary of Township 70 of the Dominion Lands system of surveys. The district embraces an area of about 107,000 square miles, a considerable portion of which is, however, contained in the wooded portion of the Territories and unsuited to the immediate requirements of settlement. The southern half of the district is traversed from east to west by the Saskatchewan River, and the valley of this important stream, with the country immediately adjacent thereto has long been famed as a desirable field for immigration. The country has, however, until quite recently been without railway communication, and settlement has been very much retarded by this fact.

**The Chief Settlement.**

However, in about the centre portion of the district a thriving settlement has sprung up in the vicinity of Prince Albert, which is reached by a branch from the main line of the Canadian Pacific Railway, running north from Regina in Assiniboia, the capital of the western territory, and considerable settlement has also taken place along the South Saskatchewan River, which joins the main stream near Prince Albert, and to the east of this stream in the Carrot River district.

Further to the west some flourishing settlements are to be found near the town of Battleford, and north of that point ranching is carried on to a considerable extent in the vicinity of Jackfish Lake. In its physical conditions the southern portion of the district of Saskatchewan very closely resembles Northern Alberta, but in some parts the soil is lighter and in the neighbourhood of Battleford, and in the south-western corner of the district the rainfall is at times insufficient to mature the crops. Owing to its remoteness from present railway communication, and consequent difficulty in getting produce to market, the extension of the present settlement in the district will probably be slow in the near future, but with the construction of a railway line through the Saskatchewan Valley, and the extension of the present line of the Manitoba and North-western Railway to Prince Albert, Saskatchewan is sure to attract its proportion of incoming immigrants, as the district offers many natural advantages to the homeseeker.

### IRRIGATION.

For some years the attention of the Government has been directed to the necessity for irrigation in the section of the North-west situated adjacent to the Rocky Mountains from Calgary southward to the International Boundary and it is now recognized that the future of that region is dependent to no small extent upon the enactment of comprehensive laws upon the subject of the apportionment and subsequent use of the water supply available for that purpose. An Act (ch. 30, 57-58 Vic.) was passed in 1894 embodying all the principles which it was thought wise to adopt, founded on the best information on the subject, and in 1895 an amending Act (ch. 33, 58-59 Vic.) was passed making a few verbal alterations. The abolition of riparian rights and vesting the control of the water in the one strong central authority of the Government was the most important feature of the Act.

In considering the question it will be well to bear in mind that the best American authorities are agreed that the arid and semi-arid portions of the United States, which can be rendered useful for agricultural or pastoral purposes only by the artificial application of water, include an area of five hundred millions of acres. In the States immediately adjoining Canada, irrigation is being developed with great vigour,

as a glance at the following table will show :—

| —— | Under ditch. Acres. | Under cultivation. Acres. |
|---|---|---|
| Idaho ..... | 1,200,000 | 330,000 |
| Montana ..... | 1,250,000 | 410,000 |
| Nebraska (west of 97°)..... | 200,000 | 40,000 |
| North Dakota..... | 25,000 | 2,000 |
| South Dakota..... | 100,000 | 50,000 |
| Oregon (east of Cascades).... | 125,000 | 45,000 |
| Wyoming..... | 3,038,400 | 180,000 |
| Colorado ..... | 4,200,000 | 1,757,100 |

These figures are compiled from the report of the "Office of Irrigation Inquiry," Washington, published in 1892, since which time a large increase has been made.

So far as the Canadian North-west is concerned, out of about two hundred millions of acres of land, between the Red River of the North and the Rocky Mountains, available for agricultural and pastoral purposes, not more than about one-fourth, or fifty millions in all, require the artificial application of water.

The necessary works are being pushed forward with great energy, and at this date (November, 1896) one million five hundred thousand acres in the country lying between the Missouri Coteau and the Rocky Mountains on the east and west respectively and between latitude 52° on the north and the International Boundary on the south, have been topographically surveyed for irrigation purposes.

## GENERAL REMARKS.

The foregoing brief remarks regarding the Provisional Districts into which that portion of the North-west Territories at present attracting the attention of immigrants is divided, have been confined to general descriptions of the chief characteristics of the districts in question. The following is more detailed information regarding points which are common to the Territories as a whole or applicable to particular localities, and which are of special interest to our intending settler.

**Schools.** In all the settled portions of the Territories most liberal provision is made for schools, and new schools can be formed in any newly settled district where there are twelve children of school age. About seventy per cent of the cost of keeping the schools open is paid by the Government, and in consequence the school taxes paid by the settler are very small. Provision is also made by the law for high schools and teachers' institutes, and the incoming immigrant will find that the school system in the Territories has been formulated on a very liberal and enlightened basis.

**Churches.** All the religious denominations are represented in the Territories, and many fine churches are found in the larger centres. Throughout the country districts the schoolhouses are largely used for Sunday services by the different missionaries who visit the settlements from time to time, and in almost all parts of the country the settler can attend the service of his particular creed by driving short distances.

**Stores, Banks, Mills, &c.** In all the larger towns and villages throughout the Territories and at many scattered points in the thickly-settled districts, stores are found which supply all possible wants of the settler in the way of farm implements, or supplies of any kind, and the prices charged are, as a rule, very reasonable, and the goods supplied of good quality. Branches of the chartered banks have been opened at all the larger towns, and private banking institutions do business at many of the smaller points. Money order branches are connected with the principal post offices throughout the Territories, and the Dominion Express Company, which has agencies at nearly all railway stations, carries on a very simple and cheap system of money order exchange.

Grist mills and elevators are in operation at points where grain raising is the principal business of the settlers, and creameries have been opened at a large number of places where dairying is carried on. These creameries are operated under Government supervision and with Government aid, and the settler owning a few cows is thus enabled to get a good cash price for any milk he may have over and above his own wants.

Cold storage warehouses, breweries, meat packing establishments and other manufacturing establishments are in operation at different points, and these are being rapidly added to as the country develops.

**Lumber & Building materials.** In the wooded portions of the Territories the settler has no difficulty in obtaining timber for the construction of his house, and outbuildings, but in the plains region manufactured lumber has, of course, to be largely used. Many saw-mills are operated in Alberta along the eastern slope of the Rocky Mountains, and in the north along the Saskatchewan River, and agencies for the sale of lumber have been located at all centres of settlement in the Territories. Manufactured lumber and shingles of first-class quality are also shipped in from the timbered areas in British Columbia, and the immigrant's wants in this way can be readily supplied at reasonable prices. Liberal provision is made in the Government regulations to enable settlers to get timber for building, fencing or fuel on Government lands where there is any timber available.

**Fuel.** In the wooded portions of the Territories, the settler has no difficulty in obtaining a good supply of wood for fuel, but in the plains or prairie sections the item of fuel is a somewhat serious one. Fortunately, however, nature seems to have foreseen this want, and has provided a bountiful supply of coal, vast deposits of which are found at a number of points in Alberta. Extensive colleries are now operated at Canmore, Lethbridge, Edmonton and Anthracite, in Alberta, and at many other points small mines are worked for the immediate wants of the surrounding settlers. The coal mined at the first three of the above-mentioned points is bituminous, while that at the latter, as indicated by the name, is anthracite of first-class quality. Coal is also mined in south-eastern Assiniboia, and although of the lignite family, makes fairly good fuel. Settlers living in the immediate vicinity of these mines get their fuel supply cheaply, but at present the price is rather higher in localities remote from the point of production.

**Markets.** One of the most important features requiring consideration in a new country is the question of a market for the products which the settler has for sale. In the eastern portion of the Territories there has always been a good market for the wheat which is there the staple product, but further west, particularly in Northern Alberta, and to the east in the Prince Albert district of Saskatchewan, the markets have not been so good. This condition has, however, during the past year been materially changed, owing to the rapid development of the mining districts in British Columbia and to the east of Manitoba, and during the year 1896 a good market was found for everything produced. This change has also affected the ranching industry, for although there has been a good demand for some years past for the best quality of beef for shipment to the English market, the increased demand for the home market, has increased prices considerably. The question of a ready cash market for everything which can be produced may now be said to be satisfactorily settled, and the incoming settler may feel assured of being able to dispose of any produce he may have to sell, at remunerative prices.

An Elk Team.

## THE YUKON GOLD FIELDS.

The greatest gold discovery of recent years has been made in the North-west Territories of Canada. No sooner has the great wealth of the gold and silver quartz mountains of British Columbia become known to the world than tidings were received of fabulously rich gold diggings on the Yukon and its tributary streams, particularly on the Thronduick, or, as it is more generally called, the Klondike, as well as on the Bonanza, the El Dorado, and other creeks. This district adjoins the United States territory of Alaska, and approaches on the north very nearly to the limit of the Arctic circle. It is a country of severe winter and very short summer, and so far as can be judged, principally valuable for its minerals. But of its richness in that respect there is no doubt, and it is impossible at present to limit the locality from which gold will be taken.

The principal drawback, hitherto, has been the difficulty of getting into the country. It was necessary to go round by ocean steamer to St. Michael's in Behring Straits, and from there by a light draught river steamer, in all about 3,000 miles, at great cost, or else to cross the mountain divide carrying provisions on the prospector's back, and build boats on the other side to get down to the Yukon. This also involved expense, hardship and danger. Under these circumstances, the mining camps have been small and few in number, though like all such communities in Canada, quiet and free from crime. A small detachment of the North-west police proved ample authority for the maintenance of order. But the enormous quantity of gold brought out by a few prospectors resulted in a rush such as has not been seen for many years, and it became necessary to provide more amply for the future. Three companies obtained charters to build railways from the coast to the head of the inland navigable waters, with the intention of there building small steamers. This work was begun by one or two companies in the summer of 1897, though too late to afford travelling facilities of any consequence for that year; the two American companies of Alaska doing nearly all the business of conveying prospectors and carrying the food in to feed the country. The Government of Canada, in 1897, reinforced the detachment of mounted police to a strength of 100 men, and established stopping places or refuge posts here and there between the sea and the Yukon, in order that communication might be open by means of dog trains throughout the winter. A customs officer was sent to the divide and regulations promulgated as to the terms on which mining claims could be taken up and held. Considerable hardship will be undergone by many, who, contrary to advice, insisted upon making their way into the country during the past summer, but the arrangements in progress during the fall of the

year will result in making the Yukon as accessible as many of the mining districts of British Columbia, a short time since deemed inaccessible, but now served by competing railways.

Further information, if required, can be obtained by writing to the High Commissioner for Canada, 17 Victoria Street, London, or for rates of passage, &c., to any of the agents of the Canadian SS. Companies at London, Liverpool, Glasgow, or to the officers of the Canadian Pacific Railway, 67 King William Street, London, and at Manchester and Liverpool.

Persons on the American continent desiring information can write to the Secretary, Department of the Interior, Ottawa, or Commissioner of Immigration, Winnipeg, Manitoba, or M. B. McInnis, 1 Merrill Block, Detroit, Michigan.

## TESTIMONIALS.

The following are a few out of many similar letters from settlers giving the result of their work :—

Regina, Nov. 4.

Eleven years ago I came from London, England, and had no money when I came. I now have valuable improvements on my land, and own fifty head of cattle. I would not live in England again if my fare was paid to return, and would strongly recommend any one who is willing to work to come to this country.

THOMAS WATSON.

Elmore, Assa., Dec. 17, 1896.

In starting farming here I had no money worth speaking of, but now on my homestead there is a large frame house, and I own thirty head of stock and a full set of farming implements, and I am clear of debt. From 1884 to 1893 I had good crops each year off my summer fallow land, my lowest yield being 15 bushels of wheat to the acre, and in 1892 I had an average of 40 bushels. After the railway came in 1892 I have gone steadily ahead, getting in better shape each year.

DAVID W. BURKE.

Aessippi, Man., July, 1895.

There is no need for a farmer to bring out anything with him other than a fair stock clothes and good warm underwear. Everything can be got here at a moderate price and made to meet the requirements of the country. There is no trouble in selecting and purchasing all the stock he may require to start with, of the very best description and at such a moderate price that will astonish him, after purchasing such stock in the old country. A little cash goes a long way here.

There is no country in the world where a farmer can live so well and so cheaply as he can here, and at the same time thoroughly enjoy the advantages he has in the way of sport, the produce of his gun helping out his larder wonderfully if he is fond of shooting. I have had the best of shooting in England, but have never so much enjoyed it as I have done here, merely shooting the quantity that was required for the house or presents for friends.

Another great advantage is the freedom from rents, rates and taxes, such bugbears to the English farmer. One cannot appreciate the feeling of such relief until it has been realized. The rates are very low in the agricultural districts, especially so in the North-west Territories, where municipalities are not so general—the school rate being the only one, and that too trifling to mention ; statute labour taking the place of money payments, such labour being generally allotted, and done on the roads most used by the settler himself.

There is now in this country an opening for any number of men with some experience and capital (say £100 clear to start with) where both can be applied with advantage, when the same men would find such an amount as I have mentioned practically useless in England. The taking up of 160 acres of land under the homesteading conditions, is subject only to the payment of an entry fee of £2. There is no doubt that the class of settlers most needed in the North-west is the same as in any other part, that is the steady workingman with moderate means, who will more likely be a permanent and successful settler than the man with larger capital going into grain or cattle on an extensive scale, or as an experimentalist.

The country is one of the healthiest that can possibly be, far healthier than England in any part of it. Far be it from me that I should utter one word to draw any man from his home to come out here to meet with disappointment, but I know that the country is all that one can desire, and that

there is every prospect for any industrious man to maintain himself and provide a home for his sons and daughters.

SEPTIMUS FIELD.

New Stockholm, Oct. 10, 1896.

I arrived in Canada in June, 1884, having been before in the United States in different places since 1880. I settled in Winnipeg first, the same year I came to Canada, where I earned some money and then had a business of my own until the spring of 1891, when I started as farmer upon my homestead upon which I now live here. My experience is that I think the farm is the surest future. Both I and my family like it and intend to stay here. I have about 40 acres broken and I have built a fairly large house upon my farm 20 x 24, with stable, I have three large horses, a number of cattle, and I hope in the future that this place will grow with more settlers. There is plenty of room for many families within our districts and good land. The climate is really healthy—the summer heat is not pressing and the winters just suit us. The soil is very fertile, and this year we had a grand harvest. We number 65 settlers, of which the great majority are doing remarkably well. I would recommend them who can work and have a little capital to come here. My address in my mother country was Frenninge, per Wollsjo, Malmo, Sweden.

Yours, &c.,

(Signed) O. C. PEARSON.

Prince Albert, Sept. 1st.

I am a native of England, having been born and raised in the city of London, where I was apprenticed to the mathematical instrument making trade. I came to Canada in 1876, settling first at London, Ontario, engaging in the business of steampipe fitting and brass finishing. There I succeeded very well, disposing of my business in 1877, after which I decided to make my home in the west. During the summer of 1879, I prospected thoroughly various parts of the country, and chose the Prince Albert district as a result of what I had seen. I located a homestead and pre-emption at Red Deer Hill, and at once began farming operations. My family arrived in the spring of 1880, and we have since resided on the farm. We were among the first settlers in this part of the district. At that time there were no established parishes, or other organizations, but as settlement began to progress we soon overcame that difficulty and now have schools and churches in our immediate neighbourhood. There were only a few acres of land under cultivation, all of which has been worked continuously since 1880. I have never had a failure of crops from any cause, nor have I known or heard of a failure of crops during my time in the Prince Albert district. Bad farming does not constitute crop failures. My wheat crop has averaged every year twenty bushels per acre and over. Crops of oats and barley have been abundant, and I would say the average yield of these grains would be about thirty-five bushels per acre. I have given gardening considerable attention and have invariably been successful and find that all vegetables do remarkably well and are an enormous size. I have engaged largely in stock-raising, having at present about seventy head of cattle. We have paid special attention to dairying, making for some years past eighty pounds of butter per week for which as well as for the other products of our farm we have always found a good market.

Having gained a livelihood and brought up a large family and succeeded in surrounding myself with all the necessaries of life and many of the comforts of civilization, with good stock, all necessary implements, &c., and possessing six hundred and forty acres of the richest known land, my experience has led me to offer this testimony to the special adaptability of the Prince Albert district and surrounding country as an unsurpassed region for purposes of stock-raising and mixed farming, and also as a field presenting all requisites to success to the new settler.

ROBERT GILES.

**American Delegates' Reports.**

Delegates from the State of Vermont visited Western Canada with the view of reporting upon the country for their friends in the Eastern States. The following are extracts from the several reports :—

"We inspected the Carrot River and Stony Creek districts and we honestly believe that we are not exaggerating when we say that this is one of the finest if not the finest country on the continent of America, as all the requisites for successful farming are found here in great abundance, and of a very fine class ; the water is first-class and there is just enough timber for building purposes and fuel, without it being in the way of farming operations."—A. H. Price, North Fryeburg, Maine ; F. A. Russell, Andover, Maine.

"I will only say that I saw the best wheat, oats, barley potatoes, cattle, and land that I have ever seen. I think it is the place for a poor man."—S. G. Pollard, Essex, Vt.

"The best wheat, oats, potatoes, barley I have seen at Prince Albert and Stony Creek."—Ezra Rinney, Jericho, Vt.

"It is the best place for a poor man to make a home for his children."—W. A. Pollard, Westford, Vt.

"I can most heartily recommend it to any one who wants a cheap home with a good living and money laid up for the future."—Arthur Ellis.

"The soil is wonderfully rich, producing a variety of luxuriant grasses that make the finest hay in the world. There is no place in America where a man can create a comfortable home in so short a time, and my advice to every young and middle-aged man is not to allow this land to be taken or given to railways without making a selection first, as no doubt these fine farming lands, that are given by the Canadian Government to those who wish to become settlers will be very soon taken and made 'homes plenty.'" —A. F. Goff, Richford, Vt.

"I consider the country well adapted for mixed farming, and the pioneers have little to contend with in making a home for themselves and families compared to what the old pioneers of the New England States had."—E. J. Wilder, Sheldon, Vt.

"I should say that the country would make a fine home for a young or middle-aged man. The lands are so very low in price or free to homestead that those who go there with the intention of getting a home in earnest must succeed."—M. W. Rounds, Enosburgh Falls, Vt.

## TESTIMONY FROM NORTHERN ALBERTA.

St. Albert, November 10, 1896.

I have lived in Northern Alberta since 1887, and during that time have never had a total failure of crops. At a low estimate, I am $20,000 better off financially than when I started. Money can be made farming here by hard work, judgment and economy. We have a good, healthy climate. It is not necessary to house cattle at all; they do well in open sheds. This is a first-class dairying section. Vegetables grow well, and there is a large variety of wild fruits.

WILLIAM CUST.

Lacombe, November 13th, 1896.

I have great pleasure in telling you what I think of this part of the North-west (Northern Alberta). It will be the outcome of four years' residence. I must preface my remarks by saying that I have old country agricultural experience extending over thirty years, obtained in eight different counties. I am well pleased with the country and can recommend it with all sincerity to the farmer, be he small or large, who means work. The climate (am just returned from a three months trip to England) I prefer to that of the old country.

GRIFFIN FLETCHER, J.P.

Morningside, Alta., Nov. 9th, 1896.

Having been asked to give the public my opinion about this country of Alberta, I give it with the greatest of pleasure, as I have travelled a good deal. I came from Manitoba about one and a half years ago, having lived down there for a number of years. I have taken up a homestead ten miles from Lacombe. I have a good garden in this year and believe that roots of all kinds will do very well here. Having travelled quite a little from Edmonton to Calgary, am pretty well acquainted with the country, and I think that any one coming here with a little means can make a good home, fully better than any place I know of at present, as timber for building can be had pretty handy; also lots of hay, and good water. I believe there is a great prospect ahead for this country, especially in stock raising.

J. BLACKSTOCK.

Beaumont P.O., Alta., Dec. 1, 1896.

I removed to Alberta from the County of Kent, Ontario, about eighteen months ago, this being my second harvest. I have 3,000 bushels of grain, 500 of which is wheat, grown on twelve acres of land. My oats will go 80 bushels per acre. We have black clay loam; also lots of good timber and water. Potatoes go about 300 bushels per acre.

EDWARD TOWNSEND.

Wetaskiwin, October, 1896.

I left Mancelona, Michigan, April 10th, 1894, arrived in Wetaskiwin April 18th, had a good look at the country until August, then located within five miles from Wetaskiwin. I like the country well. Of course I came here without anything; now I have a comfortable home and plenty to eat, which I would not have had if I had stayed in Michigan. If any one wants a free home for ten dollars and would like to raise cattle and horses, I know of no better country. Horses need no care summer or winter; abundance of hay for the cutting.

LEVI BRADSHAW.

It would be impossible in the space at command to print a tithe of the letters received from settlers in the several districts referred to in this pamphlet, but a small book entitled "A Few Facts" containing answers to a series of direct questions put to settlers in western Canada can be obtained from the office of the High Commissioner for Canada, 17 Victoria Street S.W., London, England.

Legislative Buildings, Victoria.

# PROVINCE OF BRITISH COLUMBIA

**Geography.**

BRITISH COLUMBIA is the most westerly province of Canada, and extends for about 700 miles north and south, and nearly 500 east and west. Its limits extend from the 49th parallel—the international boundary line between Canada and the United States—on the south to the 60th degree of north latitude, and from the summit of the Rocky Mountains westward to the Pacific Ocean, Vancouver Island and Queen Charlotte Islands being included within its bounds. It contains an area of 383,000 square miles, in which are mountain ranges, numerous forests, many fruitful valleys and splendid waterways. The Rocky Mountains separate it from the rest of Canada, while the Pacific Ocean bounds it on the west, except for nearly 300 miles on the extreme north, where the Alaskan possessions of the United States interpose between it and the sea.

**Harbours.**

The principal harbours of British Columbia are Esquimalt, the headquarters of H.M. Pacific Squadron; Victoria and Nanaimo, in Vancouver Island; Coal Harbour and English Bay (at the entrance of Burrard Inlet) on the mainland. There is a dry dock at Esquimalt, 450 feet long with width of 90 feet at the entrance.

**The Rivers.**

Of the rivers of British Columbia, the principal are the Fraser, the Columbia, the Thompson, the Kootenay, the Skeena, the Stikine, the Liard, and the Peace. The Fraser is the great watercourse of the province. It rises in the northern part of the Rocky Mountains, runs for about 200 miles in two branches in a westerly direction, and then in one stream runs due south for nearly 400 miles before turning to rush through the gorges of the Coast range to the Straits of Georgia. Its total length is about 740 miles. On its way it receives the waters of the Thompson, the Chilicoten, the Lillooet, the

Nicola, the Harrison, the Pitt, and numerous other streams. For the last 80 miles of its course it flows through a wide alluvial plain, which has mainly been deposited from its own silt. It is navigable for river boats to Yale, a small town 110 miles from the mouth, and again for a smaller craft for about 60 miles of its course through the interior, from Quesnelle Mouth to Soda Creek; and larger vessels, drawing 20 feet, can ascend to New Westminster, situated about 15 miles from the mouth.

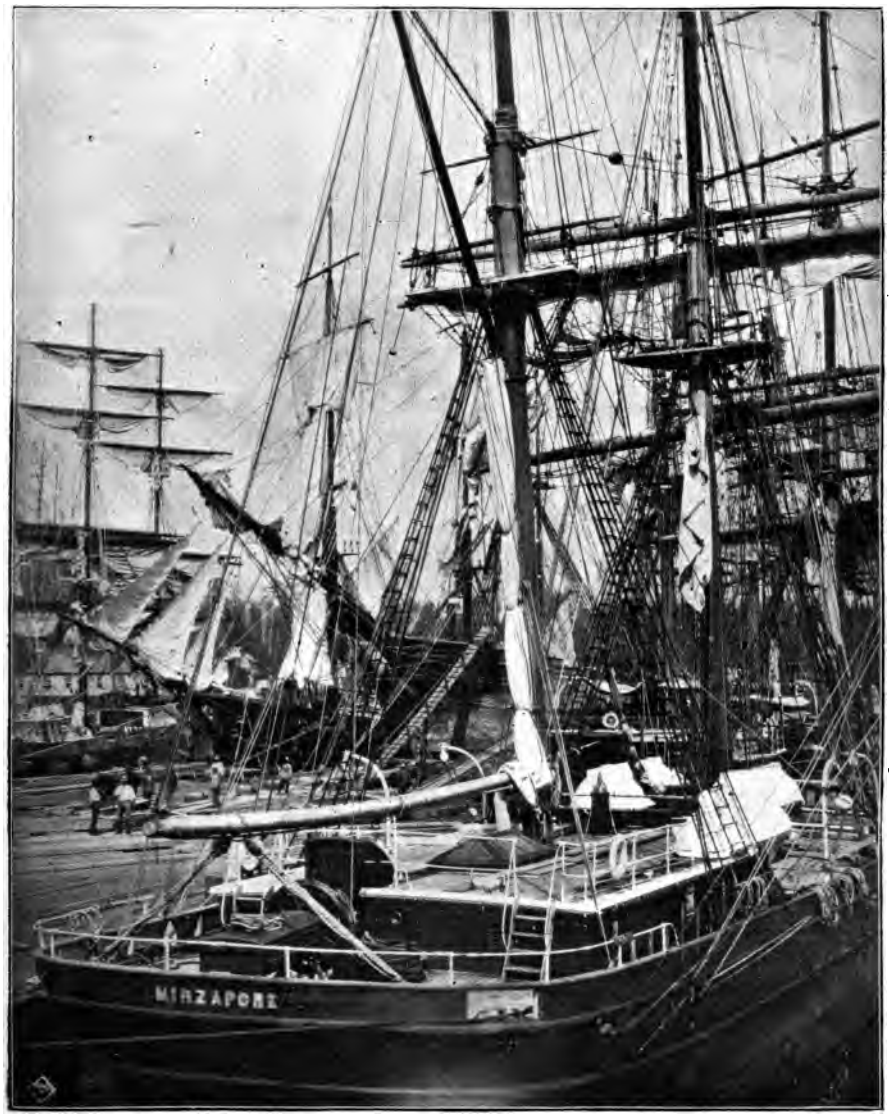
The Columbia is a large river rising in the south-eastern part of the province, in the neighbourhood of the Rocky Mountains, near the Kootenay Lake. This lake is now traversable by regular steamboat service. The Columbia runs north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into the State of Washington. It is this loop made by the abrupt turn of the river that is known as the "Big Bend of the Columbia." The Kootenay waters fall into the returning branch of this loop some distance south of the main line of the railway. The Columbia drains a total area of 195,000 square miles.

The Peace River rises some distance north of the north bend of the Fraser, and flows eastwardly through the Rocky Mountains, draining the plains on the other side. It more properly belongs to the district east of the mountains that bears its name. In the far north are the Skeena and Stikine Rivers, flowing into the Pacific, the latter being in the country of valuable gold mining operations.

The Thompson River has two branches, known as the North Thompson and the South Thompson, the former rising in small lakes in the Cariboo District, and the other in the Shuswap Lakes in the Yale District. They join at Kamloops, and flow east of Kalmoops Lake into the Fraser River at Lytton.

The Gorge, Victoria.

**Chief Cities.** VICTORIA—(Population, 20,000) is the capital of British Columbia and the chief city of Vancouver Island. It was formerly a stockaded post of the Hudson's Bay Company, and was then called Fort Victoria. It is delightfully situated on a small arm of the sea, commanding a superb view of the Straits of San Juan de Fuca, the Olympian range in Washington, the mountains of the mainland and snow-capped Mount Baker in the distance. The city's age may date from 1858, when the discovery of gold on the




Shipping Timber at Burrard Inlet, B.C.

mainland brought a rush of miners from the south. It is now a wealthy, well-built and very English city, with business and shipping interests of great importance. Three lines of trans-Pacific steamers call at this port. Victoria is pre-eminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels. Various public buildings are also worthy of more than passing notice, the new Government buildings costing $800,000 when completed, especially being an imposing structure. Many of the manufacturing interests of the province are centred at Victoria. It has one of the largest iron works on the Pacific Coast outside of San Francisco, and several smaller foundries and machine shops, and many factories. The city is amply provided with educational facilities, both public and private.

NANAIMO.—Overlooking a fine harbour on the east coast of Vancouver Island, with a population of 5,000, but taking in the mining districts immediately tributary to it, the population would probably be between 9,000 and 10,000. Nanaimo ranks next to Victoria in importance. It is seventy miles north of Victoria, and depends chiefly upon its coaling interest and shipping business for support. Nanaimo Harbour is connected by a deep channel with Departure Bay, where the largest craft find safe anchorage. Vancouver Island bituminous coal is now acknowledged to be superior for all practical purposes to any coal on the Pacific Coast. Four companies operate the mines in the vicinity of Nanaimo. Large quantities are sent to San Francisco, to the Hawaiian Islands and China, being shipped from either Nanaimo or Departure Bay. Nanaimo is also the coaling station for the British squadron in the Pacific. A large number of men find employment in the mines and about the docks, and the town for its size is well supplied with the requirements of a growing population. It has churches, schools, hotels, water works, telephone, and several manufacturing industries, and daily and semi-weekly newspapers. Much of the land is excellent for agricultural purposes. There is a week-day train service between Nanaimo and Victoria and connections by steamer with Vancouver.

ESQUIMALT is a small town overlooking the harbour, the main business of which is connected with the British squadron, the arsenal, dockyard and hospital. There is an electric car service between Esquimalt and Victoria (about three miles). There are several small villages in the southern part of the island.

VANCOUVER—On a peninsula having Coal Harbour in Burrard Inlet on the east, and English Bay on the west, is the chief city of the mainland portion of British Columbia. It is very picturesquely situated on Burrard Inlet, with the salt water on three sides of it, and backed by ranges of mountains. The Inlet affords unlimited space for sea-going ships, the land falls gradually to the sea, rendering drainage easy, and the situation permits of indefinite expansion of the city in two directions. It has an inexhaustible water supply brought across the inlet from a river in a ravine of one of the neighbouring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal. Port Moody having been the western terminus from July of the preceding year. In 1887, also the Canadian Pacific Railway Company put a line of steamships on the route between Vancouver and Japan and China, and in 1893 an excellent service was established between Vancouver and Victoria and Australia, via Honolulu and Suva, Fiji. These three important projects are giving an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation.

In addition to the great transportation lines of the Canadian Pacific Railway and the steamship lines to Australia, Japan and China, the Hawaiian and Fijian Islands, the city has connection with all important points along the Pacific Coast and with the interior. The boats employed in the mail service between Vancouver and Japan and China are twin-screw steamships specially designed for that trade, and make the trip in about a week less time than any other line. The Canadian-Australian Line gives a monthly service to Australia via Honolulu, H.I., and Suva, Fiji. There is a weekly sailing to Alaska during the summer months and a semi-monthly sailing in winter. All

these steamers call at Victoria. Steamers ply between Vancouver and Victoria and Nanaimo daily, and connection is made at Victoria for all Puget Sound ports and to Portland and San Francisco. The Bellingham Bay and British Columbia Railway gives close railway connection via Mission Junction, forty-three miles east of Vancouver, with the different cities and towns of the Pacific Coast. Several important industries, iron works, sugar refinery, cement works, &c., have been established in the city, and there are several excellent hotels.

The following table of distances will be useful for reference :—

| | Miles. |
|---|---|
| Vancouver to Montreal | 2,906 |
| Vancouver to New York, via Brockville | 3,163 |
| Vancouver to Boston, via Montreal | 3,248 |
| Vancouver to Liverpool, via Montreal | 5,713 |
| Yokohama, Japan, to Liverpool, via San Francisco | 11,231 |
| Yokohama, Japan, to Liverpool, via Vancouver | 10,047 |
| Sydney to Liverpool, via Vancouver | 12,673 |
| Sydney to Liverpool, via San Francisco | 13,932 |
| Liverpool to Hong Kong, via Vancouver | 11,649 |
| Liverpool to Hong Kong via San Francisco | 12,883 |
| Vancouver to Yokohama | 4,283 |
| Vancouver to Hong Kong | 5,936 |
| Vancouver to Calcutta | 8,987 |
| Vancouver to London, via Suez Canal | 15,735 |
| Vancouver to Honolulu, H.I | 2,410 |
| Vancouver to Suva, Fiji | 5,190 |
| Vancouver to Sydney, N.S.W | 6,960 |

NEW WESTMINSTER—This city, founded during the Fraser River gold excitement in 1858, is situated on the north bank of the Fraser River, fifteen miles from its mouth, is accessible for deep water shipping, and lies in the centre of a tract of country of rich and varied resources. It is connected with the main line of the Canadian Pacific Railway by a branch line from Westminster Junction and with Vancouver by an electric railway. New Westminster is chiefly known abroad for its salmon trade and its lumber business, but the agricultural interests of the district are now coming into prominence and giving the city additional stability, particularly as it is the market town of the Fraser River delta. There are about forty large salmon canneries within easy reach of New Westminster. These establishments represent an invested capital of over a million dollars, they employ over eight thousand men during the fishing season, and pay out over $750,000 a year for supplies. This is one of the most important industries of the region. As in Victoria and Vancouver lumbering operations are here extensively carried on, the mills in the city alone having a capacity of 350,000 feet per day of ten hours. There is a magnificent system of water works, and the city owns its own electric light plant, which cost $116,000. New Westminster has the finest public library west of Winnipeg, and a capital public market. There are fifteen churches and several schools. The Provincial Penitentiary, Asylum for the Insane, and other public buildings are located here. In 1884 the population was 1,500 ; in 1896 it was estimated at 8,000.

In addition to Nelson, Rossland, Kaslo and the other new mining centres, there are a number of smaller towns and villages in British Columbia, the names of which are given in connection with the several sections of the province to which they respectively belong.

British Columbia is divided into a number of districts for electoral and other local purposes, but for the convenience of those intending to proceed to the Pacific Coast those divisions of the province are herein otherwise dealt with.

VANCOUVER ISLAND is the largest on the west coast of America, being about 240 miles long, and with an average breadth of about 50 miles, and contains an estimated area of about 15,000 square miles. It is separated from the mainland portion of British Columbia by the Straits or Gulf of Georgia, at distances varying from 20 to 60 miles, and from the State of Washington in the United States by the Strait of San Juan de Fuca. The coast line, more particularly on the west side, is broken by numerous inlets of the sea, some of which run up to the interior of the island for many miles between precipitous cliffs, backed by high rugged mountains, which are clothed in fir, hemlock and cedar. At some points are sheltered bays which receive small streams, watering an open gladed country, having a growth of wild flowers and grasses—the white clover, sweet grass, cowslip, wild timothy and a profusion of berries. The two ends of Vancouver Island are, comparatively speaking, flat, but there are mountains in the interior, ranging from 6,000 to

8,000 feet on the highest ridges. The interior of the island, still unsettled at any distance from the sea coast, is largely interspersed with lakes and small streams. The surface is beautifully diversified by mountains, hills and rich valleys, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement and fruit-growing.

In other parts the soil is light and of little depth, but it is heavily wooded with valuable timber. In the island lakes and in the indentations of the coast there is a plentiful supply of fish, and a fair variety of game on shore. The scenery is picturesque and varied.

The island is rich in mineral wealth, besides the great coal mines of Nanaimo, whose output amounts to 1,000,000 tons annually, there being discoveries of gold and other valuable metals in several districts. The region about Alberni has recently come into prominence owing to the rich "fields," and it is expected that this district will rank high among the gold-producing centres of

the north as developments already well under way progress. Some of the rocks of the island furnish excellent building material, the gray granite being equal to Scotch and English granites.

The principal harbours are at Esquimalt, which has long been the rendezvous of the British squadron in the North Pacific, and at Victoria, the capital of the province. Both are situated at the south end of the island. on the eastern side. There are, however, numerous good harbours both on the east and west coasts of the island, notably Nanaimo and Departure Bay on the former, and Alberni Canal and Quatsimo Sound on the latter.

## NEW WESTMINSTER DISTRICT.

This division extends along the coast from the international boundary line, 49° to 50° 15′ on the north.

Its eastern boundary is the 122° longitude, and its western the 124° where it strikes the head of Jarvis Inlet, and the Straits of Georgia. In the southern portion of this district there is a good deal of excellent farming land, particularly in the delta of the Fraser River. The soil there is rich and strong, the climate mild, resembling that of England, with more marked seasons of rain and dry weather, and heavy yields are obtained without much labour. Very large returns of wheat have been got from land in this locality—as much as 62 bushels from a measured acre, 90 bushels of oats, per acre, and hay that yielded 3½ to 5 tons to the acre, and frequently two crops, totalling 6 tons. Experiments have of late years been made in fruit-growing, with the most satisfactory results—apples, plums, pears, cherries and all the smaller fruits being grown in profusion, and at the Experimental Farm at Agassiz figs in small quantities have been successfully produced. This part is fairly well settled, but there is still room for newcomers. Those having a little money to use, and desirous of obtaining a ready-made farm, may find many to choose from. These settlements are not all on the Fraser; some are at a distance from it on the other streams. There is considerable good timber in the western and south-western portions.

The chief centres of this district are the cities of Vancouver and New Westminster. The climate of this district is very mild, but in the fall of the year there is considerable rain in those parts of the district nearest the coast.

The Canadian Pacific Railway crosses the southern portion of this district to Vancouver, and rail communication is established with the cities situate on Puget Sound, with Portland, Oregon, San Francisco and the American system.

There are several small towns and villages in the district, viz., Stevenson, Chilliwack, Ladners and Mission City.

## LILLOOET DISTRICT.

This division lies directly south of Cariboo and is bisected by the Fraser River. The country is as yet only sparsely settled, the principal settlements being in the vicinity of the Fraser River, though there are other settlements at Clinton, Lillooet and elsewhere, which, when the projected Cariboo Railway is built, will rapidly become of more importance. The district is rapidly coming to the front as a gold producer. Considerable milling gold is found near the town of Lillooet where the Golden Cache and other mines are being operated. Several promising quartz-bearing locations are being developed in this district, and as machinery capable of treating the refractory ores are of the most improved methods the excellent results already attained are attracting miners and mining men in large numbers. Agriculturists, however, as well as mining men find the Lillooet district attractive. There is a large area of the finest grazing land in this district, and cattle thrive well. The valleys are wonderfully rich, and fruit of an excellent quality, chiefly apples, is grown; peaches, pears and plums are also cultivated, and smaller fruits grow in profusion.

## YALE DISTRICT

is on the east of Lillooet and New Westminster. It extends southwards to the international boundary and eastward to the range of high lands that separate the Okanagan Valley from the Arrow Lakes. The Yale district affords openings for miners, lumbermen, farmers, and ranchmen. For the purpose of localizing the information here given this district of the province may be subdivided into the Nicola, the Okanagan and the North Thompson countries.

In the Mountains.

### THE NICOLA VALLEY

forming the central part of the Yale district, while specially adapted to pastoral pursuits, is well fitted for agriculture and the growth of all classes of cereals. The crops already grown are excellent in quality and the yield

exceptionally large. Nicola Valley is becoming as famous for its grain, roots, vegetables and fruits of all kinds as it has been for its bunch grass fed cattle.

The valley is also rich in its mineral deposits. The principal mines for the precious metals are in the Similkameen section where hydraulic companies are operating. There is a large area of bituminous and good coking coal at Coldwater, where magnetic iron ore is likewise found. The richest platinum mines on the continent have been discovered on Tulameen and Slate Creeks. A railway is projected from Spence's Bridge, which, when completed, will largely develop the mines in this valley.

### THE OKANAGAN VALLEY

south of Kamloops and the Canadian Pacific Railway, and east of the Nicola Valley, is one of the finest sections in the whole province for agriculture and stock raising pursuits. In this part are to be found the most extensive farms in the province, as well as the largest cattle ranges. The district is an extensive one, and within its borders are to be found large lakes, the principal one being Okanagan, whilst such streams as the Spallumcheen and other large rivers flow through the district.

Okanagan is famous as a grain-growing country. For many years this industry was not prosecuted vigorously, but of late a marked change has taken place in this respect and samples of wheat raised in Okanagan, sent to the Vienna Exposition, were awared the highest premiums and bronze medals. One of the best flourishing mills in the Dominion is now in operation at Enderby, 24 miles south of Sicamous, and connected with it by rail. The flour manufactured at these mills from Okanagan grown wheat is equal to any of its kind on the continent. There is another mill at Vernon and one at Armstrong, erected in 1896. Though Okanagan is an excellent wheat-producing country, considerable attention is now being given to the various kinds of fruit culture, and an important movement is on foot looking to the conversion of the grain fields into orchards and hop fields. Attention has been more particularly turned to the production of Kentish hops, and during the past four years hops from this section have brought the highest prices in the English market, competing successfully with the English, the continental, and those grown in other parts of America. Some English hop merchants have recently become interested in hop-growing in the Okanagan valley. The Earl of Aberdeen, Governor General of Canada, has a large fruit farm near Kelowna, on the east side of the lake, and over 13,000 acres near Vernon, in the Coldstream Valley, where general farming, hop-growing and fruit raising are carried on. His orchard of about 125 acres is the point of attraction for visitors to Okanagan. An excellent quantity of cigar wrapper and leaf tobacco is grown about Kelowna, shipments of which are yearly increasing, but the production has not yet become general.

A large quantity of the very best land, lightly timbered and easily brought under cultivation remains open for settlement. Water is abundant in many sections, whilst in some it is scarce, rendering irrigation by artesian wells a necessity in these places, although this necessity does not arise every year.

Okanagan is also a rich mineral district, and in the different parts valuable gold, silver, platinum, copper and iron deposits have been discovered, and are being developed.

The Shuswap and Okanagan Railway runs from the main line of the Canadian Pacific Railway, at Sicamous, to Vernon, the chief town of the district, a distance of 46 miles. The Coldstream or White Valley, the Similkameen and the country round about Welowna, where extensive fruit orchards have been established, is a rich and valuable section, and to these parts there is easy access by rail and steamer. Crops grow luxuriantly, but the dry climate necessitates irrigation. There is, however, ample water in the hills, and no difficulty presents itself on this score. From Okanagan Landing, near Vernon, a fine steamer, the Aberdeen, plies to Kelowna (formerly called the Mission) and to Penticton near the south end of the lake, and the provincial government is constructing roads to open up the Boundary Creek country and Similkameen Valley, the former being rich in mineral wealth, and the latter a famous hunting ground for mountain sheep and goat. The Boundary Creek district lying along the international boundary


Blue Bell Mine, Kootenay, B.C.

contains a large area which is believed to be mineralized throughout its extent. Some valuable mines are being operated extensively. Its wealth is not alone in its rich ores, but its valleys are fruitful and adapted for grain-growing; there is excellent water and timber supply; and grazing lands on which thousands of head of stock range, are found throughout the district. The country tributary to Lake Okanagan is very suitable for settlement and must eventually become thickly populated. A railway from Trail, in West Kootenay through the Boundary Creek country to Penticton will bring this section into prominent notice. The climate of the Okanagan country is mild and dry, irrigation being necessary for farming and fruit-growing. There is only a slight snowfall in winter, and the summers are warm and pleasant.

Prospectors starting out.

North of these and of the Canadian Pacific Railway are the valleys of the north and south branches of the Thompson River which flow into the Fraser. In this section are valuable deposits of gold, silver and other minerals, including one of cinnabar.

**Towns and Villages.**

The towns and villages of Agassiz, Kamloops, North Bend and Ashcroft in this northern division are all along the line of the Canadian Pacific Railway; Penticton, Enderby and Vernon on the Okanagan branch, and Rock Creek, Midway, Greenwood and Grand Forks, in the mining region near the international boundary which can be reached from Penticton.

KAMLOOPS is 224 miles east of the Pacific, and is situated at the confluence of the North and South Thompson Rivers, both of which are navigable for a considerable distance. It is a railway divisional point and a thriving town of 1,500 population, doing a good trade with the farmers, ranchmen and miners of the district. Steamboats ply on Kamloops Lake, and there are saw-mills in constant operation. The town is supplied by waterworks and lighted by electricity. Placer mining has been successfully carried on north of Kamloops for 25 years and rich mineral discoveries have recently been made within three miles of the town, carrying gold and copper, and some being free milling.

ASHCROFT, on the Thompson River, is 204 miles east of Vancouver. It is the starting point of the stage line for Clinton, Lillooet, 150 Mile House, Horsefly, Quesnelle Forks, Quesnelle Mouth, Stanley, Soda Creek, Barkerville and other points in the Lillooet and Cariboo districts. It is a busy place, where considerable freighting business is done, and where supplies of all kinds can be obtained.

**AGASSIZ, on the main line of the Canadian Pacific Railway,** is the site of the Dominion Government Experimental Farm which has proved of great benefit to the farmers and fruit-growers of the province. Over two thousand varieties of fruit trees are under test, besides many cereals, roots, fodder plants and live stock.

**VERNON** is a good sized town of 1,000 population, with three principal hotels and other minor ones. There are stores of all kinds, flour and saw-mills and two banks. Having a first-rate farming and ranching country in its immediate vicinity, besides large tracts of valuable timber, a large and flourishing business is done at this centre.

**ENDERBY AND ARMSTRONG** are smaller, but rising towns, where there are good hotel accommodation and a variety of stores and other business establishments, and each having large grist-mills.

**YALE** is at the head of navigation on the Fraser River—103 miles east of Vancouver, and is the eastern gateway to the famed Fraser River Valley.

**MIDWAY** is a thriving mining town of growing importance, in the Kettle River district.

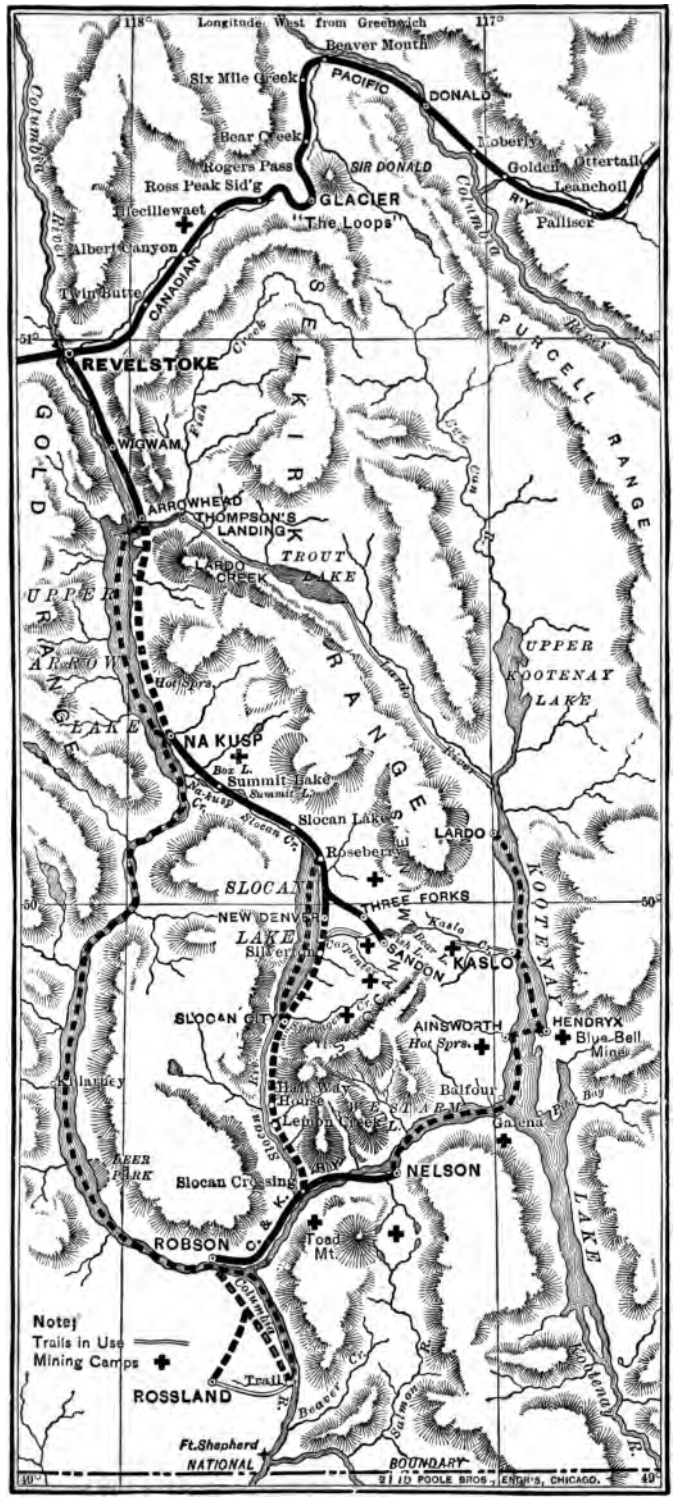
**GRAND FORKS,** 20 miles east and north of Midway, at the junction of North Kettle and Kettle Rivers, has a large mining country tributary to it. It is proposed to erect a smelter at this point. The Great Volcanic Mountain mines are north of Grand Forks.

**GREENWOOD** is a new town in the midst of a rich mining section, with a population of about 900, and close to it the rival town of Anaconda has sprung up.

## WEST KOOTENAY DISTRICT

is the next east of Yale, and extends north and south from the Big Bend of the Columbia River to the international boundary, embracing, with East Kootenay (from which it is separated by the Purcell range of mountains) an area of 16,500,000 acres. West Kootenay is chiefly remarkable for its great mineral wealth. Marvellously rich deposits have been discovered in different sections, and new finds are almost daily made. There is still a large area not yet prospected which will doubtless yield even more phenomenal returns of precious ores. It is a country of illimitable possibilities, but is only passing the early stages of development, when the vast area of hidden wealth is considered. Great strides, however, have already been made, and many of the camps, notably in the Trail Creek, Rossland, Kaslo-Slocan, Ainsworth and Nelson districts, are completely equipped for mining operations. In the Lardeau, Big Bend and other parts of this rich region, mining is profitably carried on, and as capital is acquired through the working of the mines, or is brought in, the output of ore will be immensely increased. The output of ore last year approximated $6,000,000, and with the additional transportation and smelting facilities now being affored this amount will doubtless be largely increased during 1897. Capitalists and practical miners have shown their unbounded confidence in West Kootenay by investing millions of dollars in developing claims, equipping mines, erecting smelters, building tramways, &c., and an eminent American authority speaks of it as "the coming mining empire of the North-west." In 1896, the population of West Kootenay was trebled, and the year witnessed the creation of a number of new mining camps which astonished the world with their phenomenal growth and prosperity. There are valuable timber limits in different parts of the country, and saw-mills are in operation. One of the desirable features of British Columbia for mining is the presence in all places of timber and in most of water also.

The mining districts are easily reached from Revelstoke, on the main line of the Canadian Pacific Railway, about midway between the eastern slope of the Rockies and the Pacific Coast. From this point a branch line south is completed to Arrowhead, at the head of Upper Arrow Lake, from which the new steamers of the Columbia and Kootenay Steam Navigation Co. are taken to Nakusp, near the foot of the lake, where rail communication with the towns of the Slocan, the principal of which are New Denver, Three Forks, and Sandon, the centre of a rich mining region, has been established, and there is an excellent steamboat service on Slocan Lake. Steamers can also be taken from Arrowhead past Nakusp to Robson, at the mouth of the Lower Kootenay River, along the bank of which unnavigable river the Canadian Pacific Rail-




Map of the Kootenay.

way runs to Nelson, the metropolis of the Kootenay mining district, in the vicinity of which are the celebrated Silver King and other mines. From Nelson, steamers ply to all the mining towns of the Kootenay Lake —Pilot Bay, Ainsworth, Kaslo, &c. From Robson the steamers continue down the Columbia to Trail, from which point Rossland, the centre of the new gold fields of the Trail Creek district, is reached by railway, and to Northport in the State of Washington.

**Towns and Villages.**

It will be understood that in mining districts, that which is a mere village one year may become very rapidly a large town, if the discoveries in the neighbourhood warrant it. For instance, there was but one year between Rossland as a small mining camp and a large and thriving town, and after one year more it became one of the largest incorporated cities in British Columbia. There will be, in the course of a few years, many towns enjoying all the advantages of modern civilization in places which are at present unreclaimed bush or wild land. The following are centres of varying size :—

REVELSTOKE, on the Canadian Pacific Railway, is a mining town between the Gold and Selkirk ranges, and is the chief source of supply for the country south of it, being the junction point with the Arrow Lake branch, and the Big Bend country to the north. Population, 500.

NAKUSP, near the foot of Upper Arrow Lake, is the initial point of the Nakusp and Slocan branch of the Canadian Pacific Railway.

NEW DENVER, on the east side of Slocan Lake, at the mouth of Carpenter's Creek, is a rapidly growing town, with a population of 800. It is the seat of government of the Slocan district. Large shipments of ore are made from here to smelter points, a number of very valuable mines being clustered about the town. There is a daily steamboat communication between New Denver, Roseberry, Silverton, Slocan City, Brandon, and other points on Lake Slocan, and the town has good hotel accommodation, &c.

ROSEBERRY is a distributing point on the N. and S. Railway, near the head of Slocan Lake.

SILVERTON, four miles south of New Denver on Slocan Lake, is a growing town near the celebrated Galena Farm.

TEN MILE CREEK is a large shipping point on Slocan Lake.

SLOCAN CITY and BRANDON are situated together at the foot of Slocan Lake, near which wonderfully rich fields have been discovered and mining operations are carried on extensively.

THREE FORKS is situated at the confluence of Seaton Creek and the north and south branches of Carpenter's Creek, on the Nakusp and Slocan Railway. Large concentrating works are erected near the town, with a daily capacity of 50 tons. A number of very rich mines are being operated within a short distance of Three Forks.

SANDON, the terminus of the Nakusp and Slocan Railway, and a point on the Canadian Pacific Railway, and from which Kaslo is reached by railway, is a new mining town around which are several groups of the most valuable mines, chief among which is the Slocan Star.

CODY is a new town, one mile above Sandon, and is growing rapidly, being the centre for a group of very rich silver-lead and galena mines, amongst which is the Noble Five.

NELSON, an important business government, court and customs centre of the Lower Kootenay district, with a population of 2,000, is situated on an arm of Kootenay Lake, 28 miles east of Robson, and from it points on the lake are reached by steamer. A smelter with a daily capacity of 250 tons is erected here, and an aerial tramway connects it with the celebrated Hall mines, 4½ miles distant.

KASLO, on Kootenay Lake, is one of the bases of supplies for mines on the eastern slope of the Slocan district. Population, 1,000, which is increasing.

AINSWORTH, on Kootenay Lake, is the centre of the Hot Springs mining district, from which considerable ore is annually shipped to the smelters. Hot sulphur springs are in the immediate locality.

PILOT BAY, also on Kootenay Lake, is where the extensive smelting works of the Kootenay Mining and Smelting Company, which have a capacity of 100 tons daily,

and in which $500,000 have been invested, are located.

TRAIL, on the Columbia River, a town without an existence in 1894, is the landing place for Rossland and the Trail Creek mining region with which it is connected by rail. Extensive smelting works with a capacity of 400 tons daily are erected here and the town boasts of first-class hotels, newspaper, general stores, &c. Its population of 1,500 is rapidly increasing.

ROSSLAND is the largest town in the West Kootenay, its growth having been phenomenal. From a small mining camp in 1894 it has grown to the proportion of a thriving, bustling city with a population of 6,000 in January, 1897, which is increasing at the rate of 4,000 or 5,000 yearly. At Rossland are the celebrated Le Roi, War Eagle and other mines whose illimitable richness brought this region into prominence. The city, which is eight miles from the United States boundary line and seven miles from Trail, has good hotels, well-furnished stores, public and private schools, chartered banks, is lighted by electricity and has a system of waterworks.

**Mining Localities.**

There are numerous mines at work in different sections of the district, chiefly in the Lower Kootenay country, in the north of which are the Kaslo-Slocan mines ; in the centre, those around Nelson and Ainsworth, and in the south those of the Goat River and Trail Creek districts. There are no richer gold fields than those of the latter mentioned district, of which Rossland is the centre. Several mines are already operated extensively and are paying large monthly dividends, while new discoveries indicate that the full richness of this region cannot yet be even approximately estimated. Large shipments of ore are being made from Le Roi, War Eagle, Josie, Nickle Plate, Crown Point, Evening Star, Columbia and Kootenay, O. K., Jumbo, Cliff, Iron Mask, Monte Cristo, St. Elmo, Lily May, Poorman and other leading mines, while the Centre Star and other properties have large quantities on the dump ready for shipment. With increased home smelting facilities, the output of the camp will be immensely increased. The most notable silver mines are in the famed Slocan district, from which large shipments of ore have been and are being made—the general character of its ore being high grade galena, often carrying 400 ounces of silver to the ton, and averaging 100 ounces and over. The principal mines are the Slocan Star, which paid $300,000 in dividends in 1896, Enterprise, Reco, Good Enough, Whitewater, Alamo, Ruth, Two Friends, Dardanelles, Noble Five, Washington, Payne, Idaho, Mountain Chief and Grady groups. The Wonderful, two miles from Sandon, is the only hydraulicing galena mine in the world. The Slocan is admitted to be the richest silver mining region in America to-day, and has the advantage of excellent transportation facilities. On Kootenay Lake are the well known Ainsworth group, which are large shippers of ore. The Toad Mountain district around Nelson, and south of it, has a distinct gold, silver and copper belt, the ore being of that character known as "gray copper." There are a number of rich mining properties in this section, amongst others the Silver King or Hill mines, purchased for $1,500,000 by an English company, which has constructed an aerial tramway to connect the mines with their own smelter at Nelson. A number of free milling gold claims have been located near Nelson recently. Hydraulicing is also carried on at Forty-Nine Creek with profitable results. During the summer of 1896 some of the richest discoveries in the Kootenay were found in the Salmon River country, between the Lower Kootenay River and the international boundary. In the north, in the Illecillewaet, Fish Creek and Trout Lake districts are rich properties which are being worked, and around Lardeau, some valuable placer gold mines and extensive deposits of galena are being developed. Between the Gold Range and the Selkirks is the west side of the Big Bend of the Columbia River, that extends north of the 52nd parallel. This bend drains a gold region yet awaiting complete exploration, but which has every indication of great mineral richness. Throughout the whole Kootenay country new discoveries are made every year, so that which is the richest claim of a district during one season may be surpassed by a dozen others in the following year.

The wages paid labourers are from $2.50 to $3 per day ; $3 to $3.50 for miners ; $3 to $4 for mechanics. Board is from $6 to $7

A Smelter at Nelson, Kootenay, B.C.

per week at mine boarding houses ; from $6 to $10 at private boarding houses ; and transient rates at hotels are $2 to $3 per day.

A Mining Shanty.

## EAST KOOTENAY DISTRICT.

East Kootenay, lying between West Kootenay and the eastern boundary of the province, comprises the larger part of the famous Kootenay region of British Columbia, which is entered from the east at Golden on the Canadian Pacific Railway.

East Kootenay, though not yet opened to the same extent as West Kootenay is known to be a rich mineral country, and men are now actively engaged in working its new mines and prospecting for others. The selection of the Crow's Nest Pass route for a short line of the Canadian Pacific Railway and the probable construction of branch roads and other lines within a few years will add marvellously to its prosperity. East Kootenay is, speaking generally, a good agricultural and pastoral as well as mining country, and during the past year has added a large number of actual farmers to its population who have taken up and are cultivating land.

It contains a valley nearly 300 miles long, from the international boundary line to the apex of the Kootenay triangle of the Big Bend of the Columbia, with an average width of 8 to 10 miles, in the centre of which is inclosed the mother lakes of the Columbia, 2,850 feet above sea level. The Columbia River flows north from these, and the Kootenay River south through the valley. "It is," says Judge Sproat's report, "one of the prettiest and most favoured valleys in the province, having good grass and soil, a fine climate, established mines and promising mines, excellent waterways and an easy surface for road-making. Its chief navigable waterway leads to a station on the Canadian Pacific Railway."

Nearly the whole of the area of the valley described is a bunch grass country, affording excellent grazing. The grass country is 250 miles long, of an average width of five miles, besides a number of lateral valleys of more limited extent. It is safe to say that the whole of the valley is fertile, though except in a few places its agricultural capabilities have not been tested. The atmosphere is clear and dry and the snow fall in winter light, but in a district so extended climatic conditions vary considerably from local causes.

The country is more thinly wooded than the West Kootenay district, and affords great facilities for fishing and hunting ; big game, trout and salmon abounding.

Much is expected of the oil fields in the south-east portion of East Kootenay which

Rossland, B.C.

were discovered several years ago, but which have been waiting capital to develop them. Over a large area of ground there are indications of the presence of oil.

**Towns.** The towns of East Kootenay are Field, near Mount Stephen; Golden, on the Columbia River, at the mouth of the Wapta, and Donald, at the base of the Selkirk Range, all on the line of the Canadian Pacific Railway, Fort Steele, a mining centre of importance on the Kootenay River, about 40 miles from the head waters of the Columbia, and Sancho on Kootenay Lake further south. Prospectors, sportsmen, miners and others can supply their requirements at these places, and also at Windermere, on the Lower Columbia Lake, Thunder Hill Landing on Upper Columbia Lake and Cranbrooke.

tramways to connect the upper lakes and mines and owns a fleet of barges used in the transportation of ores and other heavy freights.

## CARIBOO DISTRICT

lies north of the Lillooet District, and immediately west of the North-west Territories of Canada. The famed Cariboo mines, from which millions of dollars of gold have been taken, are in this district. This is still a virgin field for the miner, the immense output of yellow metal being the result of explorations and operations necessarily confined to the surface, the enormous cost and almost insuperable difficulties of transporting heavy machinery necessitating the employment of the most primitive appli-

The Road to Cariboo.

The present communication of the district is effected by the Kootenay main line of steamers plying from Golden Station, on the Canadian Pacific Railway, southward for 120 miles to the Columbia Lakes. A steamer leaves Golden once a week (Tuesday, 6 a.m.), for Canon Creek, Carbonate, Humphrey's, Galena, Shorty's, McKay's, Gordon's, Windermere and Adela, connecting at the tramway with S. S. Pert to Thunder Hill and Canal Flat, at which there is a connection with North Star, Fort Steele, Tobacco Plains, on the United States boundary, and Jennings, Montana. The steamers connect with the trains of the Canadian Pacific Railway. The steamboat company operates a series of

ances in mining. These obstacles to the full development of the marvellously rich gold fields of Cariboo have been largely overcome by the construction of the Canadian Pacific, and the improvement of the great highway from that railway to northern British Columbia, with the result that the work of development has recently been vigorously and extensively prosecuted. During the past few years several costly hydraulic plants have been introduced by different wealthy mining companies which are now operating well-known claims, and there is every prospect of a second golden harvest which, in its immensity and value will completely overshadow that which made Cariboo famous thirty

Hydraulicing, B.C.

years ago. Among the numerous Cariboo enterprises in the Slough Creek Mining Company, with a capital of $500,000, which is developing a valuable property on one of the principal watercourses within a few miles of the famous Williams Creek (from which about $20,000,000 in gold have been taken out within a distance of two miles) and in close proximity to Island and Burns Mountains, whose rocky summits are a mass of quartz veins. The Horsefly Hydraulic Mining Company, with a capital of $250,000, works a series of eleven claims which are located in the drift gravels on the western bank of the Horsefly, a tributary of the Upper Fraser River, near Quesnelle Lake, 200 miles from Ashcroft. The Cariboo Hydraulic Mining Company, with a capital of $300,000, is actively prosecuting work on its claims on the south fork of the Quesnelle River, on extensive ground exceptionally rich in gold deposits. This company, for its hydraulic purposes, is conveying water by seventeen miles of ditching, which supplies a capacity of 3,000 miner's inches over a course of two feet deep, with a top width of eleven feet, and a bottom of seven. This feeds four hydraulic "giants," or monitors, carrying a 300 feet head of hydraulic pressure that will easily disintegrate gravelly conglomerate wherein the gold of the mine is contained. The Montreal Hydraulic Gold Mining Company is also developing its claims rapidly. In addition to the properties of these companies, there are numerous other large gravel deposits, many of which are now being prepared for working by companies with ample capital, and which only require properly directed exertions to insure large returns. Gold is found in many of the valleys and in the streams emptying into them. Cariboo is not without agricultural resources, and there is a limited area in scattered localities in which farming and ranching are carried on; but this region will always prove more attractive to the miner than to the settler. A railway is projected from a point on the main line of the Canadian Pacific, through the district, which when completed will open up many desirable locations and largely assist in developing the immense mineral wealth already known to exist. At present communication is by weekly stage line from Ashcroft, but on application in advance, arrangements can be made at any time for the transportation of large or small parties by special conveyances. The roads are excellent, the stopping places convenient, and the trip is not an uncomfortable one. The chief settlements are at Bridge Creek, Lac La Hache, Soda Creek, Alexandria, Quesnelle and Barkerville. This district covers such a large area that it contains more than one climate.

## CASSIAR DISTRICT

is the most northerly district of British Columbia, and occupies the whole western portion of the province from the 26° longitude. It is not an agricultural country, but contains some very rich gold mines, and indications are numerous of further mineral wealth to be developed. There are some prosperous fish-canning establishments on the coast, and parts of the district are thickly timbered. Communication with the Cassiar district is principally by water. Steamers start at regular dates from Victoria for the Skeena River, Port Simpson and other points on the coast within the district.

**Minerals.** Gold, silver and copper, besides other minerals are found both on the mainland of British Columbia, Vancouver Island and the Queen Charlotte Islands, and to the far north beyond the limits of the province in that division of Canada known as the North-west Territories. It is in that division that the Yukon River and its marvellous gold discoveries are situated, and these are reached at present only by way of British Columbia. It is impossible to say where within the limits of British Columbia immense discoveries will not be made. On the southern boundary are the mines of the Trail district, including those at Rossland and in every district from the boundary to the extreme north the precious metals have been discovered. Until recently work has been practically placer mining, a mere scratching of the surface, yet over fifty millions of dollars have been scraped out of the rivers and creeks. Bars have been washed out and abandoned, without sufficient effort being made to discover the quartz veins from which the streams received their gold. Abandoned diggings have been visited after a lapse of years, and new discoveries have been made in the neighbourhood.

The recognized and greatest authority on mineralogy in Canada, Dr. G. M. Dawson,

F.R.G.S., who for fifteen years was engaged in exploring British Columbia, says: "The explorations of the Geological Survey of Canada have already resulted in placing on record the occurrences of rich ores of gold and silver in various places scattered along the entire length of the Cordilleran (Rocky Mountains) region in Canada. * * * Because a mountainous country, and till of late a very remote one, the development of the resources of British Columbia has heretofore been slow, but the preliminary difficulties having been overcome, it is now, there is every reason to believe, on the verge of an era of prosperity and expansion of which it is yet difficult to foresee the amount or the end. * * * Everything which has been ascertained of the geological character of the province, as a whole, tends to the belief that so soon as means of travel and transport shall be extended to what are still the more inaccessible districts, these also will be discovered to be equally rich in minerals, particularly in precious metals, gold and silver."

In giving evidence before a committee of the House of Commons, a member of the Government Geological Survey said: "After having travelled over 1,000 miles through British Columbia, I can say with safety that there will yet be taken out of her mines wealth enough to build the Pacific Railway." This means many millions. Since this was said, railways have been built into the proved auriferous ranges, and steamboats have been put on the lakes, so that there is now no difficulty in reaching the southern and central mining centres, or in taking in machinery for smelters and concentrators.

There are still large areas open to the poor prospector, and there are numerous openings for the capitalist. To the agricultural settler the existence of gold is of double significance. He is certain of a market for his produce, he is not debarred from mining a little on his own account, and he is never deprived of the hope that he will one day become the fortunate discoverer of a bonanza.

The total output of gold since its first discovery in British Columbia, even before new mineral districts were opened up by the Canadian Pacific Railway, was estimated at $60,000,000. It is now far in excess of this. With present facilities for prospecting, much heavier returns are expected, for the era of scientific mining in British Columbia has only commenced.

**Mineral Output.**

The British Columbia Bureau of Mines gives the total mineral production of that country from its earliest history, commencing with 1858, down to the commencement of the present year. The total productions for all years is stated to be as follows: —

| | |
|---|---|
| Gold (placer) | $57,704,855 |
| Gold (quartz) | 2,177,869 |
| Silver | 4,028,224 |
| Lead | 1,606,427 |
| Copper | 254,802 |
| Coal and coke | 33,934,427 |
| Building stone, &c. | 1,200,000 |
| Other materials | 25,000 |
| | $100,931,604 |

Of the placer gold, half the amount was obtained between 1858-1868. The largest yield was in 1863, when $3,913,563 were taken from the Cariboo diggings; from that year the output steadily declined, until in 1893 the gold output from the placer mines reached only $356,131. It has since then been steadily increasing, and, as several large hydraulic companies are now engaged in washing the auriferous gravels in the neighbourhood of Barkerville and Quesnelle, the output from this region may be reasonably expected to increase considerably from year to year. 108,945 ounces of gold have hitherto been obtained from lode mines, and this within the space of four years. In 1893 the output was valued at $23,404, which rose in 1896 to $1,244,180. This is almost entirely the output of the Rossland mines, as the contributions from Camp McKinney and the Poorman Mine at Nelson were inconsiderable. The silver has been obtained during the last ten years. In 1887 17,690 ounces were produced, of the value of $17,331; in 1896, 3,135,343 ounces were mined, which brought in only $2,100,689, owing to the decline in the value of this metal. Lead was first obtained in any quantity in 1890, when 113,000 pounds were obtained, valued at $5,805. Copper, which will eventually prove to be the backbone of the Trail Creek Camps, was not produced until 1894, and in three years has increased from $16,234 to $190,926.

The following table, showing the total output of minerals during the last seven years

will give a very fair idea of the growth of the mining industry :—

| | |
|---|---|
| 1890 | $2,608.608 |
| 1891 | 3,546,702 |
| 1892 | 3,017,971 |
| 1893 | 3,588,413 |
| 1894 | 4,225,717 |
| 1895 | 5,655,302 |
| 1896 | 7,146,425 |

As it is only within the last two years that ore shipments of any quantity have been made from the Kootenay mines, the increase in succeeding years will be in far greater ratio than has been shown up to the present. At the commencement of 1887 there were upwards of fifty shipping mines in this division of the province.

The comparison of the amount of the metals produced during the last two years can be seen from the subjoined table :

| | 1895. | 1896. |
|---|---|---|
| | Ounces. | Ounces. |
| Gold (placer) | 24,084 | 27,201 |
| Gold (quartz) | 39,264 | 62,259 |
| Silver | 1,496,522 | 3,135,343 |
| | Lbs. | Lbs. |
| Copper | 952,840 | 3,818,556 |
| Lead | 16,475,464 | 24,199,977 |

The rapid increase in the output of lead is mainly due to the development of the galena properties in the Slocan district, which in many cases carry 70 per cent of lead. In 1896, 18,215 tons of ore yielded an average of 117 ounces of silver per ton and 52 per cent of lead, giving a net profit of $75 per ton. Comparing the output for the last two years in the various mining camps of the Cariboo and West Kootenay districts, an increase is noticeable in almost every case, but in other parts of the province the production decreased, owing to the rush of miners to the Rossland and Slocan camps:

| | 1895. | 1896. |
|---|---|---|
| Lightning Creek | $ 40,700 | $ 53,000 |
| Quesnelle | 18,200 | 51,100 |
| Keithley Creek | 142,500 | 197,050 |
| Barkerville | 81,000 | 82,900 |
| Cariboo District | $ 282,400 | $ 384,050 |
| Ainsworth | $ 388,944 | 183,589 |
| Nelson | 63,608 | 545,529 |
| Slocan | 1,057,677 | 2,010,048 |
| Trail Creek | 702,457 | 1,243,360 |
| Other camps | 10,520 | 14,209 |
| West Kootenay | $2,223,206 | $4,002,735 |

The collieries of Vancouver Island have been worked since the year 1859. In 1860 regular shipments took place, and 14,246 tons were produced ; this rose in 1891 to 1,029,097, being the largest output yet recorded.

Great iron deposits exist on Texada Island, and copper deposits have been found at several points on the coast of the mainland. Howe Sound, Jarvis Inlet, the Queen Charlotte Islands and other points. Cinnabar and platinum have been found in small quantities during the process of washing gold.

A ledge of Cinnabar, found on Kamloops Lake, is operated by the Cinnabar Mining Company. The true vein is reported as being 14 inches thick, and there appears to be a large scattered quantity besides. Assays give a big percentage of mercury, and the mine which is now being actively worked, is pronounced to be very valuable.

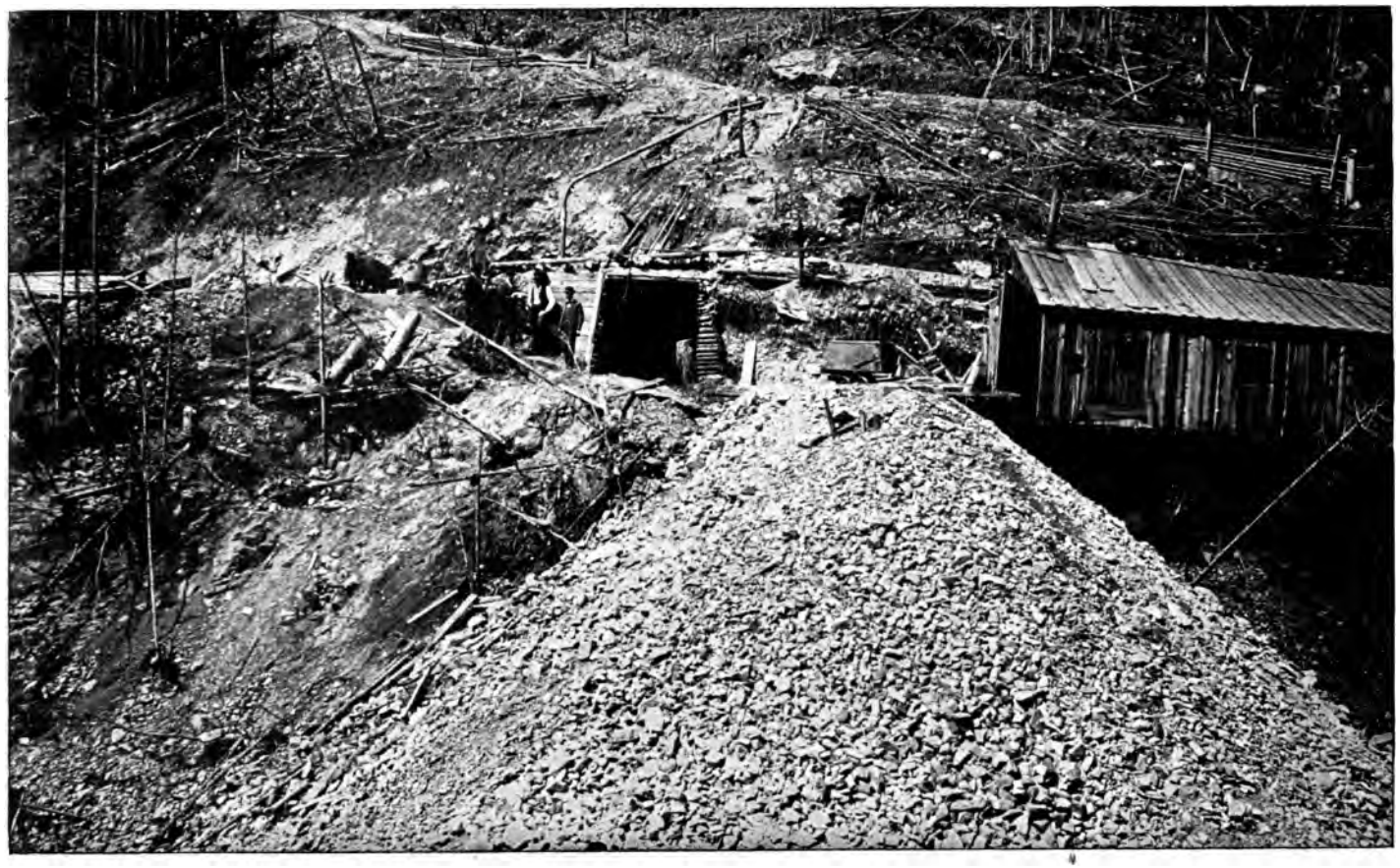
In Alberni District on the west coast of Vancouver Island a considerable amount of work is in progress. Numerous quartz veins have been discovered and are being opened up ; a mill run from one of the claims gave a yield of $30 per ton. In the same district two hydraulic claims have commenced work on China Creek with every prospect of success.

Bituminous coal has been extensively worked for many years past at Nanaimo, on Vancouver Island, at which place there are large deposits, and indications of coal have been found at several other places on that island.

Several seams of bituminous coal have been discovered on the mainland and the New Westminster and Nicola districts, and other indications of coal have been found in many parts. The same formation exists on the mainland as on the island, and the New Westminster and Nicola coal beds are probably small portions only of a large area.

A most phenomenal discovery of coal has been made in the Crow's Nest Pass of the Rocky Mountains. Here no fewer than twenty seams are seen to outcrop, with total thickness of from 132 feet to 448 feet.

Anthracite coal is now being extensively mined at "Anthracite," on the line of the Candian Pacific Railway, just outside British Columbia. Some comparing favourably with that of Pennsylvania has been found



Quartz Mine and Dump Tunnel, B.C.

in seams of six feet and three feet in Queen Charlotte Island. Fragments of anthracite have been picked up on several parts of Vancouver Island, and this would seem to indicate that the seams found in Queen Charlotte Island will be traced to Vancouver.

**Timber.** No other province of Canada, no country in Europe, and no state in North America, compares with British Columbia in respect to its timber.

There are prairies here and there, valleys free from wood, and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required, but near each open spot is a luxuriant growth of wood.

The finest growth is on the coast, and in the Gold and Selkirk ranges. Millions on millions of feet of lumber, locked for centuries past, have now become available for commerce. In 1895 the quantity cut amounted to 112,884,640 feet, an increase of about 40 per cent over that of the previous year.

The trees of British Columbia include :—

Douglas Spruce (otherwise called "Douglas Fir," "Douglas Pine," and commercially "Oregon Pine"). A well-known tree. It is straight, though coarse-grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes and planks it is in great demand. Few woods equal it for frames, bridges, ties and strong work generally, and for ship-building. Its length, straightness and strength specially fit it for masts and spars.

The White Pine, resembling the White Pine of the eastern provinces, making the most valuable lumber in their markets ; the Black Pine, the Bull Pine, the Yellow Cypress (commonly called the Yellow Cedar), the Western Larch (sometimes called Tamarack), Englemann's Spruce, Menzie's Spruce, the Great Silver Fir, Balsam Spruce, besides Oak, Elm, Maple, Aspen, and other deciduous trees. These several growths are found more or less throughout the province, both on the mainland and the adjacent islands. The Douglas Spruce, the largest and most valuable, attains its greatest size in the neighbourhood of the coast, but is found elsewhere. Owing to the variety of climates in British Columbia, the several classes of trees named are to some extent localized.

**Fisheries.** The most valuable fishery of British Columbia is the salmon. They literally team in the Fraser and Columbia Rivers, and during the seasons of the salmon runs, broad expanses of river or deep pools may be seen packed with wriggling masses of splendid fish making their way to the spawning grounds. The greater number of the canneries where these fish are put up for export are on the Fraser River, but there are some in the more northern part of the province.

The salmon make their way for great distances up the rivers. The salmon of the Columbia fill the streams of the Kootenay ; those of the Fraser are found six hundred miles in the interior. There are five different kinds of this fish, the spring or tyhee, sockeye, cohoe, dog and humpback (the two latter being of no commercial value), and they arrive from the sea at different times. There are fifty-five canneries in the province, each employing about 300 men during the season. Each cannery costs from $30,000 to $40,000, equipped, so that about $2,000,000 are invested in the enterprise. Of these thirty-five are on the Fraser (three being double). In 1876 the catch amounted to $104,697 ; in 1880 to $718,355 ; in 1885 to $1,078,038 ; in 1890 to $3,487,432 ; and in 1894 to $3,954,228. The annual salmon pack has increased since the beginning of the industry in 1876 from 9,847 cases to 566,395 in 1895, valued at $2,831,875. No matter how great the catch in any year it does not seem to affect the number any way in other seasons, but to meet any danger of depletion, the Government has established fish hatcheries. In addition to the export of canned salmon, the fish consumed yearly in the province and exported fresh, amounts to $250,000. During the fourteen years, 1883 to 1896 inclusive, the value of the salmon caught was $25,000,000, and to this should be added the catch of halibut, sturgeon, herring, oolachan, trout, cod, &c.

The oolachan, which come in great numbers, supply a valuable oil largely used by the natives. The black cod, a superior food fish, abounds from Cape Flattery northward. Cod, similar to the eastern variety, are taken on the banks off the coast of Alaska. Halibut of fine quality and large size are plentiful in the inner waters, on the banks off the

Unloading Salmon, British Columbia.

west coast of Vancouver Island, and further north. The halibut fisheries are just being developed, and during the past three years large quantities were exported. The estimated catch of last season was 4,000,000 pounds. Sturgeon of very heavy weight and occasionally up to 50 pounds, are numerous in the Fraser and large rivers ; 1893 and 1894 were the first years for exporting this fish, and higher prices were secured than for sturgeon caught elsewhere. There is a great future for this industry, especially in the manufacture of caviare, which Professor Prince, Dominion Fishery Commissioner, has pronounced equal to the Russian article. The surf smelt and common smelt and anchovy are abundant, and valued for the table. Herring is plentiful, and trout abound in the lakes, rivers and streams of the whole province.

These coasts afford wide fields for occupation, and dispense reward with less niggard hand than in the older home where every loaf has many claimants. There is no rent to pay, no leave to ask to run a boat ashore —the land is his who occupies it. A man who, in other seas, toils year in and year out for others, may here own his own home, his piece of land and his boat by no man's favour.

**Land.**

As indicated in the description of the several districts forming the mainland portion of British Columbia, the land varies in quality in different sections. There is almost every description and quality of land, from the rich river bottom land, such as that in the Fraser delta, to the light covering of moss and sand at high altitude on the mountains. Between Yale and the coast in the New Westminster district, where the rain fall is regular, the land of the valleys is rich and heavy ; east of Yale where the rain fall is slight and irregular, there is a considerable quantity of good land, very productive, under irrigation. In the Nicola and Okanagan valleys of the Yale district, and in both the Kootenays, there is a quantity of very fertile land in some parts, as in the Okanagan section, requiring irrigation, and in other places sufficiently cared for by the rainfall. On the higher lands the bunch grass grows freely and affords the best pasturage for cattle. Where water is convenient for irrigating purposes, grains and vegetables succeed well in those sections otherwise used only for grazing. Along the Fraser valley fruit ripens well. A great number of varieties have been tried at the experimental farm at Agassiz, and the more delicate fruits have been successfully cultivated. Still greater success has been achieved in the Okanagan valley, a considerable distance east of Agassiz, so that in all parts of British Columbia south of the Canadian Pacific Railway, the land, when worked as circumstances require, is found to be of first quality for agricultural purposes. North of the railway line, in the districts of Lillooet and Cariboo, there is a considerable quantity of land adapted to farming, and still larger tracts admirably suited for cattle raising.

**Provincial Government Lands.**

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired by entry at the Government Lands Office, pre-emption or purchase.

The following persons may pre-empt Crown lands :—Any person being the head of a family, a widow, or a single man over 18 years of age, being a British subject, may record surveyed or unsurveyed Crown lands, which are unoccupied or unreserved, and unrecorded (that is unreserved for Indians or others, or unrecorded in the name of any other applicant). Aliens may also record such surveyed or unsurveyed land on making a declaration of intention to become a British subject.

The quantity of land that may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the province.

No person can hold more than one pre-emption claim, at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim. Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued. Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler, or his family. The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively of the settler or family is deemed cessation of occupation; but leave of absence may be granted not exceeding four months in any one year, inclusive of two months' absence.

Land is considered abandoned if unoccupied for more than two months consecutively. The fee on recording is two dollars (8s.) The settler shall have the land surveyed at his own instance (subject to the rectification of the boundaries) within five years from date of record. After survey has been made, upon proof, in declaration in writing of himself and two other persons, of occupation from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvement. After obtaining the certificate of improvement and paying for the land the settler is entitled to a Crown grant in fee simple. He pays five dollars therefor. The price of Crown lands, pre-empted, is one dollar (4 shillings) per acre, which must be paid in four equal instalments, as follows:—First instalment two years from date of record or pre-emption, and yearly thereafter, but the last instalment is not payable till after the survey, if the land is unsurveyed.

The Crown grant reserves to the Crown a royalty of 5 cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized. The heirs or devisees of the settler are entitled to the Crown grant on his decease. Landlords may divert, for agricultural and other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream, lake, &c., adjacent to or passing through their land, upon obtaining a written authority of the Commissioner.

**Homestead Act.** The farm and buildings, when registered, cannot be taken for debt incurred after the registration; and it is free from seizure up to a value not greater than $2,500 (£500 English); goods and chattels are also free up to $500 (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

**Dominion Government Lands.** All the lands in British Columbia within 20 miles on each side of the Canadian Pacific Railway line are the property of Canada, with all the timber and minerals they contain (except the precious metals). This tract of land, with its timber, hay, water powers, coal and stone, is now administered by the Department of the Interior of Canada, practically according to the same laws and regulations as are the public lands in Manitoba and the North-west Territories, except that the homesteads must not only be resided upon and cultivated for not less than six months in each of the three years after entry, but they must also be paid for at the rate of one dollar per acre. Dominion lands in the province may also be acquired by purchase, free from settlement conditions. Agencies for the disposal of these lands have been established at Kamloops, in the mountains, and New Westminster, on the coast. The minerals in this tract, other than coal and stone, are administered by the British Columbia Government.

**Trade.** Though the trade of British Columbia is still unimportant when compared with the extent, resources and immense future possibilities of the province, still it has greatly developed during the past few years. It is now the largest in the world per head of population except Holland. In 1871 the imports were $1,789,283, and the exports $1,858,050, and in 1896, $5,526,490 imports and $10,576,524 exports—a total of $16,103,014. Prominent exports are fish, coal, gold, silver, timber, masts and spars, furs and skins, fish oil and hops. A large portion of the salmon, canned and pickled, goes to Great Britain. Eastern Canada, the United States, South Africa and Australia; the States and Hawaiian Islands consume a large share of the exported coal, and great quantities of timber are shipped to Australia, some to South Africa, China and Japan, and ports in South America. To Great Britain, China and the United States are sent the valuable furs and peltries of land animals and the much-prized seal and otter, &c. Valuable shipments of fish oil, principally obtained from dog-fish at the Queen Charlotte Islands, are consigned to the States annually, and also to

the Hawaiian Islands. Gold and silver ore, valued in the millions, is shipped annually to the smelters in the United States. These industries, though already of considerable importance, are destined to become very large as well as very profitable enterprises in the near future. A large inter-provincial trade with Eastern Canada, Manitoba and the North-west Territories is rapidly developing. With the shipping facilities offered by the Canadian Pacific Railway and the magnificent steamship lines to Japan, China, Australia and the Hawaiian and Fijian Islands, backed by her natural advantages of climate and geographical position, and immense resources in timber and minerals, British Columbia is gradually obtaining her proper share of the commerce of the world. There is no other country on the globe more richly endowed with varied resources of wealth, as fisheries, timber, minerals, pasture and arable lands, &c., and all are open to those who choose to avail themselves of these new and attractive fields for enterprise.

**Climate.** There are several climates in British Columbia. In the southern portion, both of the mainland and of Vancouver Island, the climate is superior to that of southern England or central France. In this section of the province snow seldom falls, and then lies but a few hours or days. Vegetation remains green, and the flowers are bright through the greater part of nearly every winter; while in spring and summer disagreeable east winds, excessively heavy rains and long-continued fogs are unknown. Generally speaking, spring commences in February in all parts of the province west of the Cascade Mountains. East of these mountains the winters are short but sharp, continuing from six to ten or twelve weeks, with a temperature down sometimes as low as—20° or even—30° Fahrenheit. Summers in this region are correspondingly warm. In the northern portions of the province the cold of winter is severe; but everywhere the climate is salubrious and healthy.

**How to Reach British Columbia.** From Europe.—The Canadian trans-Atlantic steamers from Europe, from about 20th November to 1st May, land their passengers at Halifax, Nova Scotia, or St. John, N.B., the Canadian winter ports. From both places passengers are carried direct to Montreal by rail. During the summer and autumn months (about 1st May to 12th November) steamers land passengers at Quebec, and thence the continent is crossed to Vancouver via the Canadian Pacific Railway. When landed at New York the route thence is via Montreal.

The Atlantic passage usually takes from eight or ten days and the railway trip from Montreal five days. A passenger can usually go through to British Columbia from England in a fortnight by crossing the ocean to Montreal and the continent on the Canadian Pacific line.

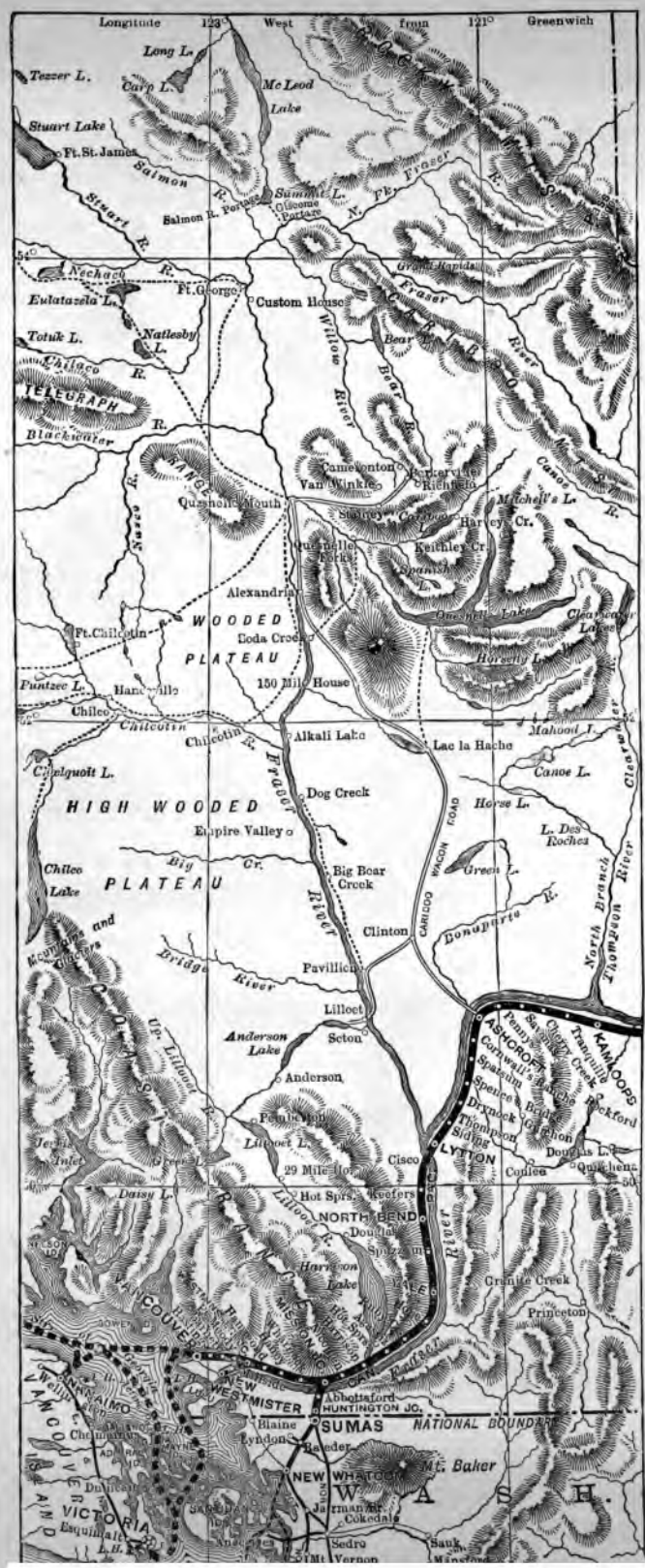
It is advisable to book through to Vancouver or Victoria, or whatever place in British Columbia the passenger desires to reach, the tickets being exchanged at the port of landing—Halifax, St. John, Quebec, Boston or New York. Efforts may be made to induce passengers to purchase tickets by roundabout routes, which oftentimes necessitate expensive stoppages and inconvenient transfers on the way. A passenger should insist on having a ticket by the Canadian lines of steamer and railway.

While passing through Eastern Canada, colonists for British Columbia should apply, in case of need to the Local Government immigration offices or to any official of the Canadian Pacific Railway Company, who will give honest advice and information.

Intending passengers can obtain tickets through to all points in British Columbia, together with the fullest information relative to the most desirable place of location for farming, cattle-growing, mining and trading, by applying by letter or visit to the office of the High Commissioner of Canada, 17 Victoria Street, S.W., London, or to the Canadian Government's Agent, or to the Agent General for British Columbia, 39 Victoria Street, London S.W., or to agents of the Canadian Pacific Railway, London, Liverpool and Glasgow, or any of the Canadian steamship offices in London or Liverpool and Glasgow.

From the United States.—From Oregon, Washington, Nevada and California via Huntingdon, B.C., or Vancouver.

From the Dakotas, Minnesota, Illinois, Kansas, Iowa and Missouri, via the Soo-Pacific line, entering Canada at Portal, and




Map of Cariboo.